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The Euston Strike

ACCORDING to a report in *The Daily Mail* of December 11, of one of the strikers' meetings, a speaker said: "Ever since nationalisation Euston Station has been a mass of discontent. The officials at Euston have resented nationalisation and are working to prevent its success." This slander may be treated with the contempt it deserves. In every Region, officers and officials are working loyally to the best of their ability to make a success of British Railways. The real cause of such discontent as exists, and disillusionment undoubtedly does exist, as was evidenced at the recent meeting of the Institute of Traffic Administration, is the exaggeration by speakers and writers of the benefits coming to the rank and file when the railways were theirs. Structurally, Euston is London's worst terminus, both for passengers and the station staff. But for the trade depression of the thirties and then the world war, it would long since have been rebuilt.

* * * *

Death of Lord Palmer

Five years ago, on December 31, 1943, Lord Palmer retired from the board of the Great Western Railway after having been Deputy-Chairman for 37 years and a director since 1898. His death last week at the age of 90 ended one of those happy and successful business careers the like of which were not uncommon when this country's wealth was being built up and not dissipated. His long association with Lord Churchill, who was Chairman from 1908 until his death in 1934, was most congenial. Joining the board in 1898, he did so just when the Great Western Railway was ceasing to be called "the sleepy giant" and embarking on a policy of enterprise and expansion, the new main lines to the west, to Birmingham, and to South Wales, faster trains, new stations, and the Churchward era of locomotive design. Apart from the railway and the family business of Huntley & Palmer, his one hobby was music, to which profession he was a generous benefactor and founder of the Royal College of Music Patrons' Fund. If his immaculate ghost should ever be seen in the long corridor at Paddington he will be met with pleasure.

* * * *

Railway Executive Accountants' Committee Chairman

Mr. Cyril R. Dashwood, C.B.E., Chief Accountant of the former Great Western Railway and since January last of the Western Region of British Railways, has tendered his resignation from the position of Chairman of the Accountants' Committee, a position he has held for the past nine years. During his Chairmanship of the Committee, in addition to his duties as Chief Accountant of one of the four main-line railway companies, he has undertaken heavy responsibilities, not only in connection with the terms and operation of the Railway Control Agreement and the Railway General (Manufacturing, etc.) Agreement, but latterly also in the revision of railway rates and charges and the terms of acquisition of the railways under the Transport Act of 1947. The prominent part Mr. Dashwood took in these negotiations is well known, and there can be no question as to the confidence placed in him by the Chairmen and General Managers of the railway companies and his colleagues of the Accountants' Committee. Mr. Dashwood will continue to act as a member of the Committee.

* * * *

Unification of the Road Transport Industry

Comparison between the problems of unification confronting the Railway and Road Transport Executives was made by Mr. Harold Elliott, Chief Officer (Freight), Road Transport Executive, in a recent paper to British Railways (Western Region) London Lecture & Debating Society, an abstract of which appears elsewhere in this issue. In the case of the railways, there had been the closest of consultation in the past, and only four units had to be welded together, whereas the Road Transport Executive had to deal with some thousands of small units, operating about 40,000 vehicles. The road transport industry had been built up by a large number of people, who, by their strenuous endeavours had established a most intimate goodwill with the traders, and the new managers in all categories would have a large degree of local authority, so that the closest personal contact could be obtained. The growth

of "C" licences was disturbing and traders could contribute to the success of the road transport organisation by realising that the Executive was trying to provide a national service for the traders' benefit, and the more use they made of it, the greater would be the chance of success. Mr. Elliott referred to the general belief that the trader could operate transport more cheaply than the professional carrier, and he claimed that the more the Executive's vehicles carried, the cheaper and more efficient would be its service.

* * * *

The Pullman Car Co. Ltd.

The annual report of the Pullman Car Co. Ltd. shows that although gross receipts for the year to September 30, 1948, were £654,048, compared with £553,400 for the preceding 12 months, the increase in working expenses from £382,703 to £497,031 resulted in a trading profit of £157,017, compared with £170,697 for the previous 12 months. After depreciation, taxation, contingencies, and so forth, the net profit for the year was £73,786. Payments amounting in all to £30,309 on the five per cent. cumulative income stock reduced this to £43,477, and, after deducting a deficit of £31,280 brought forward from the previous year, there is a surplus carried forward of £12,197. The directors state that trading has been satisfactory, despite considerably increased wages, and a gradual reinstatement of the company's pre-war services has taken place. Rolling stock is now fully employed as a result of overtaking further arrears of renovations which involved the company in an excess of maintenance over the theoretical figure of £45,000. This excess, £18,764, has been written off out of profits. All arrears of interest on the five per cent. cumulative income stock have been provided for, and notice of redemption has been given to the income stockholders; such stock as was not converted in the preference share issue made in October will be redeemed on December 31.

* * * *

Northern Ireland Road Transport Board

The Northern Ireland Road Transport Board, which commenced business on October 1, 1935, and ceased to operate on September 30, 1948 (when its undertaking was transferred to the Ulster Transport Authority), has issued its thirteenth and final report covering the year ended September 30 last. The undertaking handed over to the new authority has been built up from an operating fleet of 505 buses and 223 lorries in 1935 to 945 buses and 981 lorries in 1948. In the same period traffic receipts went up from an annual figure of £676,731 to £3,820,633, mileage from 15 million to over 47 million miles, and the number of staff from approximately 3,000 to 7,124. The accounts for the year show an operating profit of £189,134 after charging £440,000 for depreciation and reserve. Gross receipts from all operations, the highest ever reached, amount to £3,820,633 compared with £3,381,683 for the previous year, an increase of 12·9 per cent.; expenditure, including the charge for depreciation and reserve for increased cost of renewals, rose from £3,074,604 to £3,631,499, an increase of 18·1 per cent. After adding to the operating profit (£189,134) the net figure of £5,687 in respect of miscellaneous receipts, the total net receipts for the year amount to £194,821, a decrease of £118,383 on the preceding year. The Board has ended its operations with a credit balance of £194,558.

* * * *

R.H.A. and Road Transport Executive

As will be seen from a statement by the Road Haulage Association reproduced elsewhere, that body would welcome discussions with the Road Transport Executive on the extent to which the two organisations can co-operate in the provision of the carriage of goods by road. Apart from the excluded traffic the road haulage industry will continue to be active in providing short-distance road transport. For even when the Transport Act has been implemented fully only about one-fifth of the vehicles engaged in road haulage will be taken over by the British Transport Commission. A good many hauliers, who are not acquirable by the Commission, are acting as agencies for the railways. If certain railway stations and branch lines are closed, cases may arise where the B.T.C. has not road facilities in the area and the Road Haulage Association would like to discuss with the Railway Executive the possibility of the appointment of hauliers as road agents for the Commission. The Association retains its belief that personal service given by road transport under free enterprise cannot be equalled for cheapness and efficiency, but that this need not interfere with co-operation between the Association and the Commission.

* * * *

Railway Posters

It is refreshing to note on railway stations the return of coloured posters advertising places, counties, and resorts abroad. It is a sign of the normal. Some of these pictures are works of art, classic scenes set amid the drabness of grimy walls. In such surroundings the appeal they make is peculiarly strong, for the passenger, waiting at a station, suddenly finds his imagination fired by a Cornish ferry or the blue waters of a mountain loch. If the reality is not quite up to the picture, then it is unfair to blame the Railway Executive, who only bought the artist's conception. But sometimes the place is better than the poster, and advertising has justified itself. A famous British writer once said that in Piccadilly one sees gay advertisements of Honolulu with the injunction to go there and taste bliss. And in Honolulu there are enchanting portrayals of Piccadilly—the hub of the universe. Just a matter of viewpoint.

* * * *

Encouraging the Young Apprentice

To the youth of school-leaving age, whose interests lie in engineering, there should be a singular attraction in a career with a firm of locomotive builders, founded in 1823, whose original partners comprised George and Robert Stephenson, Edward Pease and Michael Longridge, and it is for the benefit of such young men, that Robert Stephenson & Hawthorns Limited has produced an attractive booklet entitled: "Engineering Opportunities." Information is given in the booklet on the various departments of the firm's works at Newcastle and Darlington and of special interest is the section dealing with the apprenticeship scheme. Though other periods can be arranged, apprenticeship is normally between 16 and 21 years of age and may comprise a course of general engineering, or training in one particular trade. The engineering apprentice is given a suitable period in various departments of the works, so that he can learn something of most trades, and the trade apprentice, who devotes much of his time to one trade, finishes as a skilled craftsman, though, if recommended, he is eligible to become an apprentice engineer. Apprentices are expected to attend night classes at the local technical college, or, when recommended by the principal of the college, to attend a day class once a week. A noteworthy feature is that school fees are paid by the firm, and further encouragement is offered in the form of a weekly merit-bonus, earnable where an apprentice passes his yearly examinations and has a good attendance record.

* * * *

Concrete Sleepers from Chorley

In 1946, the Government decided to supplement the supply of timber sleepers by expanding the production of the type of pre-stressed concrete sleeper manufactured by Dow-Mac (Products) Limited, and arrangements were made with the Ministry of Supply to adapt part of the Royal Ordnance Factory, at Chorley, Lancashire, for this work. The construction of the first production unit began in May, 1947, and a trial line of sleepers was cast five months later. By January, 1948, the unit was turning out regularly two lines of 72 sleepers a day, and the weekly total has now risen to 1,400. Soon after the first unit was in production, the construction of a second plant was undertaken. This is now turning out 1,000 sleepers a week, although it is not yet complete. Much of the plant in both units has been fabricated from second-hand and reclaimed material. The roller conveyors were made from rocket ammunition tubes, with the bases of six-pounder shells for journals, and military bridging material was used for decking and platforms. About 100 men from the staff of the factory have been trained in the manufacture of the sleepers, and when the two units are in full production, it is hoped to double the present output.

Modern Junction Relaying

A good example of the rapid renewal of a complex junction by modern methods was provided by the replacement of No. 4 junction at the east end of Sheffield Victoria Station in 24 hours, on Sunday, December 5, using prefabricated and pre-assembled track. The approach to this important station, on the Eastern Region of British Railways, comprises a number of intricate crossings and complex signalling apparatus. These were manufactured and assembled on an open site, where every sleeper and portion of rail was numbered and the signalling apparatus painted in distinctive colours. It was then dismantled and loaded on to trucks in 32 separate sections, each capable of being handled efficiently by two 10-ton steam cranes. It was unloaded and re-assembled on a site near the actual junction, and the whole work of removing the old material and inserting the new was completed by 120 men employed on three shifts of duty. The new junction embodies 60 tons of rails, 35 tons of castings, 250 tons of ballast, and 1,650 cu. ft. of timber. There are 35 sets of crossings and rail switches.

* * * *

A World-Famous Train

It is not without significance that in New York the term "Taking the Century" has come to be recognised as a figure of speech for travelling to Chicago, for, since the New York Central System introduced its trains Nos. 25 and 26 as the "Twentieth Century Limited" in 1902, the service has achieved world-wide fame and become a synonym for luxurious travel. An important stage in the history of the "Twentieth Century Limited" was reached in 1946, when 6,000-b.h.p. diesel-electric locomotives replaced steam haulage on all but the 33-mile stretch between Grand Central Terminal, New York, and Harmon, which is electrically operated. This has been followed in September of this year by the introduction of completely new trains, described elsewhere in this issue, which form part of the New York Central's $86,000,000 post-war programme for passenger equipment. A number of interesting features characterise the new trains and a problem in their decoration has been to break up the long corridor effect of each car. To give a continuous personality to the train uniform colour schemes, upholstery, panelling, etc., are used.

* * * *

International Union of Railways

THE International Union of Railways celebrated the 25th Anniversary of its foundation when the meeting of the Board of Management, presided over by Monsieur Lemaire, Directeur Général of the Societe Nationale des Chemins de fer Français, took place in Paris last week. Sir Eustace Missenden, Chairman of the Railway Executive (British Railways) was present as Vice-President of the Union, accompanied by Mr. R. H. Hacker, Chief Officer (Continental), who is Chairman of No. 1 (Passenger) Committee of the Union, and by Mr. C. E. R. Sherrington, Chairman of the Committee on Exchange of Information (Documentation). The board meeting was followed by the seventh meeting of the Assemblée Générale, at which were present the leading railway officers of the majority of European States.

In the course of the latter meeting a resolution was passed nominating the S.N.C.F. to the Presidency of the Union for a further period of three years and the proposal that the British Railways should be re-elected to the Vice-Presidency was carried unanimously. The meeting accepted with great regret the resignation of Monsieur Pader, Secretary General, who had been connected with the Union for many years and acted in his present position since February, 1946. Gratitude was expressed for the services which Monsieur Pader had rendered so ably to the affairs of the Union and nominated him Honorary Secretary General. Monsieur Tuja was unanimously elected as his successor. The meeting also paid tribute to the services rendered by Monsieur Colle, Directeur de l'Exploitation of the Belgian Railways, whose untimely death immediately after the meetings of the Union at Biarritz had caused a vacancy for the Chairmanship of the 4th Committee. The Italian Railways were appointed to fill this vacancy. A brief report of the proceedings at the meeting is given on page 692, together with the names of a number of the chief delegates.

British Transport Commission Traffics

FOR the four weeks ended November 28, British Transport Commission receipts made a poor showing. In total, traffic receipts for all branches of the Commission's services were less by £380,000 as compared with the corresponding period of last year. So far as British Railways were concerned, the receipts for the four-week period were almost as disappointing as those for the four weeks to October 31, when there was a decline of £718,000. In the more recent period the decrease was £586,000.

Merchandise and livestock revenue declined by £524,000 to £7,057,000 and passenger revenue was less by £335,000 at £6,865,000. There was a small increase of £27,000 to £2,266,000 in passenger train parcels traffic, and coal and coke takings rose £55,000 to £5,610,000. Mineral traffic improved by £191,000 to £2,503,000.

The following table shows how railway receipts have varied during the four weekly periods to October 31 and to November 28, and also in the 48 weeks of 1948.

	Four weeks to October 31	Four weeks to November 28	48 weeks of 1948
	(Increase or decrease per cent. on 1947)		
Passengers	− 2·5	− 4·6	+ 6·1
Parcels	− 0·4	+ 1·2	+11
Merchandise and livestock ...	− 9·7	− 6·9	+11
Minerals	+ 7·4	+ 8·2	+32·4
Coal and coke	+ 1·3	+ 0·9	+18·9
Total	− 2·7	− 2·3	+12·3

The most valuable sources of railway revenue are passengers and merchandise, which produce 37 per cent. and 25 per cent. respectively, of the total operating revenue. The decline in these traffics tends to leave the railways dependent on minerals and coal for increased earnings, and, as it is doubtful whether these heavy traffics are capable of much expansion in the near future, the outlook for railway revenue is not encouraging.

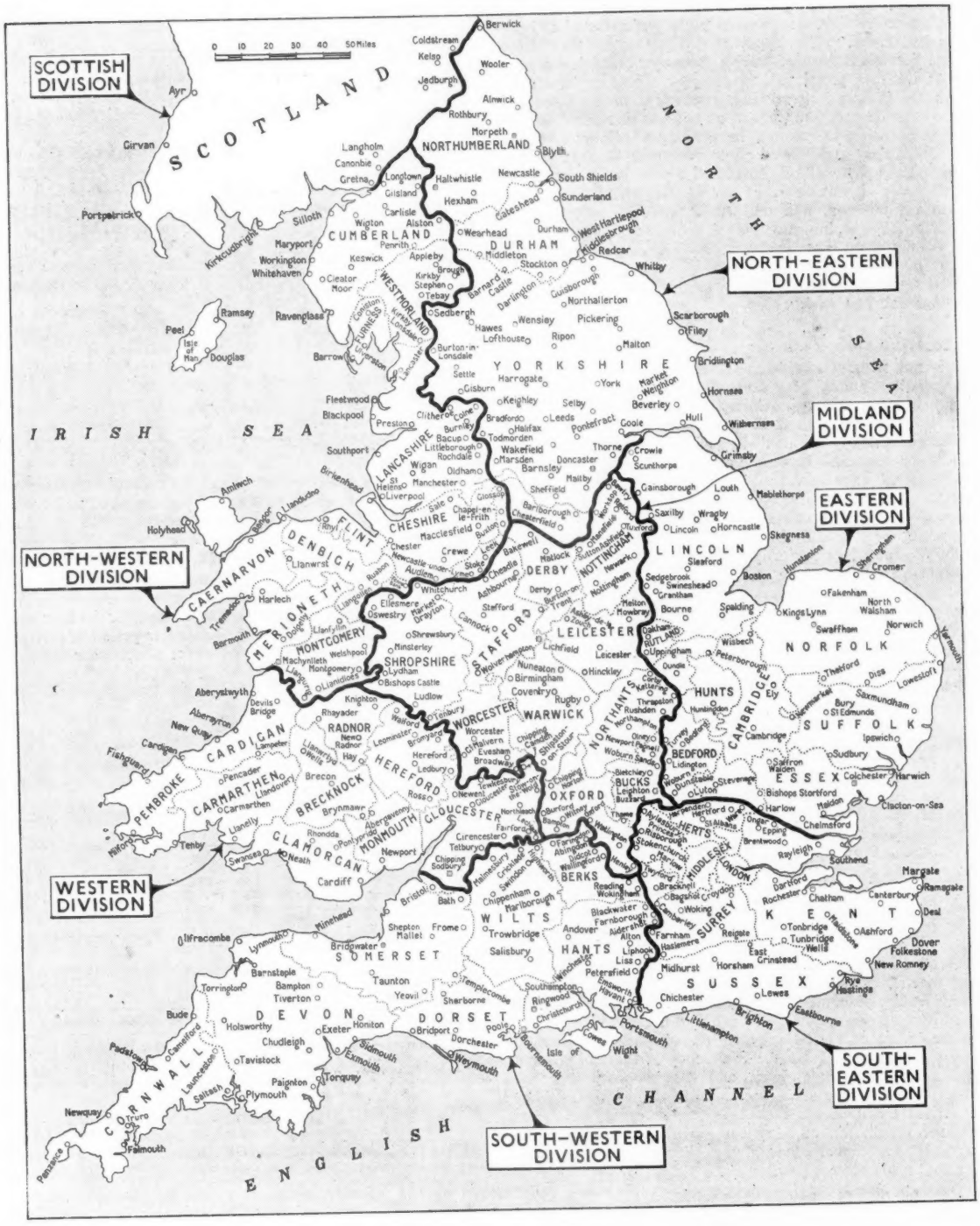
The following table gives details of receipts for the four weeks of November 28 compared with the similar period of last year, and also the aggregate for the 48 weeks of this year compared with 12 months earlier:—

—	Four weeks to November 28		Incr. or decr.	Aggregate to November 28		Incr. or decr.
	1948	1947		1948	1947	
	£000	£000	£000	£000	£000	£000
British Railways (receipts from railway working)						
Passengers	6,865	7,200	− 335	113,682	107,065	+ 6,617
Parcels, etc., by passenger train	2,266	2,239	+ 27	26,968	24,274	+ 2,694
Merchandise & livestock	7,057	7,581	− 524	78,370	70,245	+ 8,125
Minerals	2,503	2,312	+ 191	26,848	20,278	+ 6,570
Coal & coke	5,610	5,555	+ 55	61,799	51,966	+ 9,833
	24,301	24,887	− 586	307,667	273,828	+ 33,839
London Transport—						
Railways	1,148	1,086	+ 62	13,444	12,240	+ 1,204
Buses & coaches ...	2,354	2,233	+ 121	29,233	26,539	+ 2,694
Trolleybuses & trams ...	849	834	+ 15	10,387	9,675	+ 712
	4,351	4,153	+ 198	53,064	48,454	+ 4,610
Inland Waterways—						
Tolls	60	58	+ 2	704	585	+ 119
Freight charges, etc. ...	85	79	+ 6	881	842	+ 39
	145	137	+ 8	1,585	1,427	+ 158
Total	28,797	29,177	− 380	362,316	323,709	+ 38,607

The comparison of the aggregate for 1948 with 1947 is affected by increases in fares, rates and charges, which were introduced at different dates during the year 1947 to meet increases in operating costs.

London Transport receipts so far this year amount to £53,064,000, an increase of £4,610,000, as compared with the similar period of 1947. The railway section has yielded £1,204,000 more at £13,444,000, and buses and coaches £2,694,000 at £29,233,000, and trolleybuses and trams, at £10,387,000, have brought in £712,000 more.

It is noteworthy that London Transport increased its takings by 6·1 per cent. in October and 4·7 per cent. in November; for the 48 weeks to date it has collected in fares 9·5 per cent. more than in 1947. Londoners are now paying for transport 46 per cent. of the amount paid by passengers to British Railways.



Division	Headquarters	Division	Headquarters
Scottish	Glasgow	Eastern	Norwich
North-Western	Manchester	Western	Cardiff
North-Eastern	Leeds	South-Western	Poole
Midland	Birmingham	South-Eastern	London

The freight divisions into which the country has been divided by the Road Transport Executive

The Road Transport Executive

THE Road Transport Executive has been, and is, faced with an entirely different task from that of the Railway Executive, and one which is in many respects far more difficult. Whereas the Railway Executive took over a well-organised and well-knit group of four main-line systems, and was required only to eliminate unnecessary duplication and comparatively minor anomalies, the Road Transport Executive is concerned with taking over a substantial portion of a loosely-organised industry, and welding thousands of small units. Apart from undertakings of which the shares were acquired from the railways, such as Pickfords, Carter Paterson, Chaplin, and Wordie, the R.T.E. has proceeded initially on a policy of voluntary acquisition designed to secure control of sufficient existing undertakings to provide the nucleus of its own organisation. This practice has now ceased with the exception of concluding discussions already under way, and the R.T.E. controls 171 firms operating about 10,000 vehicles.

With very few exceptions, the undertakings acquired have all been limited companies, and for the time being they are continuing to be operated as such, with their previous managers still in charge. About 18 large selected undertakings have been appointed as primary (or holding) companies, and these have absorbed the shares of the smaller concerns. During October, notices of compulsory acquisition were served on a number of undertakings, and a regular programme has been prepared, under which it is estimated that some 3,000 firms will come under the control of the R.T.E. by the end of 1949. Undertakings acquired compulsorily will pass into the direct ownership of the R.T.E., as agent for the British Transport Commission, as the assets and not the shares will be acquired. These undertakings will be placed under the operational control of the primary companies already acquired, excepting where they are large enough to constitute primary units in themselves.

The R.T.E. has divided England into 7 divisions, as shown on the accompanying map, and the whole of Scotland constitutes one more division. These divisions are being sub-divided into districts and groups. It is noteworthy that the boundaries of these divisions appear to coincide with no other boundaries of the many into which the country is divided for transport and other public utility purposes. A symbol or totem for "British Road Services" has already been adopted, and is used on the R.T.E. gazetteer of acquired undertakings. It is intended for the rolling stock to use one standard colour for general haulage vehicles, another for the express parcels fleet, and yet another for the specialised services. In addition, every division is to have its distinctive sign, designed to encourage among the staff a pride in the efficiency and appearance of its vehicles. It is not clear how far this policy of standardisation will cut across the declared intention of the R.T.E. to preserve goodwill (and in many cases the trade names) of the acquired undertakings.

* * * *

The Next International Railway Congress

RECENT inquiries indicate that there is still some uncertainty in the minds of various persons about the date and place of the next International Railway Congress. Confusion seems to have arisen from the fact that it is widely known that an enlarged meeting of the Permanent Commission is to be held in Lisbon from June 1 to 5 next year, but this is not the next Congress. The latter was fixed at a meeting of the Permanent Commission held in Brussels on December 4, when an invitation to hold the next Congress in Rome in October, 1950, was considered, and it was resolved unanimously to thank the Italian Government for its invitation, and to accept it. As there are only 22 months available for preparation, immediate steps are being taken to organise the technical part of the Congress, and it is suggested that a total of 15 questions be shared equally between the various sections.

With regard to the British representation on the Permanent Commission of the International Railway Congress Association, Mr. W. K. Wallace has retired and Mr. David Blee has been nominated as his successor. The Railway Clearing House has resigned by reason of the nationalisation of the British Railways; other resignations include the Lausanne-Ouchy Railway and the Ecuador Government. A new member is the Egyptian Delta Light Railways, and it is hoped that the Pakistan Railways will join. There have been many changes during the past year resulting from nationalisation and political developments throughout the world, and the number of members of the Association is now 33 Governments, 8 organisations, and 117 railway administrations, with a total mileage of about 271,200. For one reason or another, it has proved impracticable in the past to hold the congresses at regular intervals, excepting between 1895 and 1910. The full list is as follows:—

1. Brussels, 1885	8. Berne, 1910
2. Milan, 1887	9. Rome, 1922
3. Paris, 1889	10. London, 1925
4. Petersburg (Leningrad) 1892	11. Madrid, 1930
5. London, 1895	12. Cairo, 1933
6. Paris, 1900	13. Paris, 1937
7. Washington, 1905	14. Lucerne, 1947

The General Secretary continues to be Mr. P. Ghilain, to whom the Association owes much for his efficient and energetic work over a long period. Before 1940, there were three technical assistants to the General Secretary, but, since the renewal of activities after the war, only one has been appointed. The Executive Committee has now proposed to appoint a second technical assistant secretary, namely, Mr. Uytborck, of the Belgian National Railways.

* * * *

Signalling Progress in Sweden

THE paper on modified relay interlocking (which is also referred to on page 702), read recently by Mr. T. Hård, Chief Signal Engineer, Swedish State Railways, before the Institution of Railway Signal Engineers, served as a reminder not only of the progress made in signalling in Sweden and neighbouring countries during the last 20 years or so, but also of the ways in which local circumstances can determine the principles to be observed.

Interlocking was first applied in Sweden in 1888, but even as late as 1912, when a serious collision at Malmslätt led the Government to appoint a commission to report on the whole question of safe working, many stations lacked the equipment called for by the traffic conditions. The carrying into effect of the commission's recommendations was hampered somewhat by the economic situation produced by the 1914 war, but that led eventually to the adoption of even more progressive measures. At the same time a departure was made from Central European ideas in signalling.

The present signal aspects, in which both flashing green and flashing white lights appear, have developed, as Mr. Hård indicated during the discussion on his paper, from those originally shown by the disc type mechanical distant signals, themselves taken from the then German practice. The Malmslätt commission recommended the use of the yellow light, but although trials with it were made between Stockholm and Saltskog in 1914 it was, for a number of reasons, not thought advisable to adopt it. In recent years, however, the yellow light has appeared as a running signal indication, but only, in combination with flashing white, to provide an approach warning of a home signal which has been cleared for a diverging route. The mechanical-type stop signals are always semaphores, with concealed junction arms, as in Germany, and were originally lower quadrant, the upper quadrant arm appearing in 1915. Light signals, for some time past standard for all new work, were first used at Södertalje in 1923, in which year a beginning was made at Gnesta with the installing of colour-light distant signals, now extensively used, in numerous cases having an acetylene gas mechanism, electrically controlled.

A decisive step in the evolution of signalling in Sweden was taken in 1925, when the power installation at Malmö was put into service, with a locking frame supplied from this country. Up to that date points—always of the trailable type, a practice still adhered to—had been fitted with indicator lanterns, and no shunting signals, in the sense understood in Great Britain, had been used. At Malmö, however, all shunting movements were fully signalled by position-light ground signals with colour-light running signals; and that breakaway from Central European practice marked the beginning of a policy ever since followed and one which made its way also to Norway and Denmark. At the same time the engineering details of the

power-signalling installations commenced to undergo a number of changes, the apparatus installed before 1925 at such places as Hagalund, Uppsala, Järna, and Luleå-Svartön having been of what may be called the German type. That process has continued down to the present time and in its latest form was described in Mr. Hård's paper, the understanding of which by his hearers was greatly facilitated by the trouble he had taken to present everything in British Standard symbols.

It was in 1925, too, that automatic track-circuit signalling appeared in Sweden on two short double-line sections, and large mileages have since been equipped, embodying in many cases the signalling of each track for either direction of running, wrong road movements being controlled exclusively by position light signals, avoiding all confusion. This feature proves exceedingly valuable should one track have to be put out of use for a time. The difficult winter weather conditions exercise a considerable bearing on the details of the Swedish signalling installations, such as the retention of trailable points, the absence of interlocking between point levers, the extensive use of the local control of points, and so on. Fully conversant with the practices in other countries, Mr. Hård has known how to adapt, in a peculiarly successful manner, the best features of the working in those countries to the needs of his own railway, and to provide the Swedish State Railways with a signalling system capable of meeting every requirement.

LETTERS TO THE EDITOR

(*The Editor is not responsible for the opinions of correspondents*)

"What Churchward Did"

First Presbyterian Church,
Taft, Texas, U.S.A. December 6

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Please accept my sincere thanks for the editorial article, "What Churchward Did," in the November 5, 1948, issue. For many years I have waited and looked for just such an appreciation of Mr. Churchward, and it is most gratifying to find the article in the pages of your excellent publication. I am much impressed with the whole editorial, not least with the reference to *The Great Bear* Pacific locomotive as, "so far ahead of its time." That, in my own judgment, well and truly describes the case of that magnificent machine. I very much hope that Mr. C. B. Collett (most worthy successor to Mr. Churchward) was present at the naming of the locomotive, No. 7017, though you do not mention his name in your account of that ceremony.

It may be of interest when I state that I am *not* an American, but an Englishman, though long resident in the United States. An ardent "railfan," born and raised in England, many times did I go to Paddington to see the 6.40 p.m. off for Bristol, headed by No. 111 herself. Five years of boarding school in Cheltenham kept me in close touch with the G.W.R.

Faithfully yours,
K. J. MORGAN
Minister

Shorter Trains and More of Them

23, Somertrees Avenue,
London, S.E.12. December 6

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—In spite of the very natural wish which you expressed in the first article of this series (page 63 of the July 16 issue) that through portions or through carriages should be as few as possible, so as to reduce shunting movements and simplify the working, there seems to me to be at least one case where a more frequent service of shorter trains ought to result in the restoration of through carriages discontinued since 1939.

I refer to the service between London and Stratford-on-Avon, which is used by a number of overseas visitors with heavy luggage, to whom the loss of through carriage facilities is a real inconvenience. At present the Paddington and Birmingham expresses often marshalled to 12 and 13 vehicles (14 in the case of the 6.10 p.m. down), probably could not stand any extras, but if some or all of the suggestions in your fourth article (page 512 of the November 5 issue) were adopted, some of the services to Birmingham *via* Bicester, such as the 8.40 a.m., 12.10, and 5.40 p.m., should be able to take Stratford carriages to Leamington Spa.

Stratford really has suffered rather badly in the matter of through carriage facilities from London. The Marylebone services ("London's Popular Route to Stratford-on-Avon"), which began in the summer of 1902 when the connection at Woodford with the "East and West" was completed, giving a "shortest route" of 93 miles, ended in February, 1936, when the 6.20 p.m. from Marylebone ceased to slip its Stratford carriage at Woodford. From Euston there was a Stratford through carriage on the 5.35 p.m. down in 1900, which reached Stratford in 3 hr., but took 3 hr. 35 min. on the up journey, when it was worked from Blisworth to Weedon and there attached to a 4 p.m. fast from Birmingham.

The L.M.S.R. also made two assaults on Stratford—the first in July, 1924, when there was a down service at 8.40 a.m. in 2½ hr. (101 miles *via* Blisworth), and a return at 4 p.m. in 2 hr. 25 min., though the advertised through carriage did not run, because of transfer difficulties at Blisworth, and the second in July, 1931, when, to assist the newly-opened Welcombe Hotel, a service was run from Blisworth off the 4.35 p.m. from Euston, returning from Stratford at 4 p.m. (afterwards 4.30). The train loaded extremely lightly and lasted for barely a year. Paddington, however, kept up through services to Stratford over the 102¾ miles route, until 1939, and advertised six, in the down direction, when the Bicester route to Birmingham was opened in July, 1910.

Yours faithfully,
R. E. CHARLEWOOD

Rail and Road Fares

20, Kingswood Boulevard,
Bebington, Cheshire. December 7

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—In the correspondence with Mr. Kenneth F. Browne in your issue of November 26, you say that rail fares "are part of a complex rate structure . . . in which the policy of 'what the traffic will bear' has always been a factor."

This is news to me, and I should imagine to most people. The facts are that rail fares are based on an inflexible rate per mile which has no relation whatever to what the traffic will bear, and, in consequence, is rapidly driving the public off their own railways. It is true that the (somewhat belated) introduction of excursion tickets may be said to nod distantly to this much-to-be-desired principle, but this is not enough.

The crux of the matter is bound up in the remark contained in your last paragraph, that the fare structure for such services (railcars) must be related to the general system of railway charging—the answer to which is Why?

Surely the fares on such a service and, indeed, on short-distance suburban services however operated, could be actually related to what the traffic will bear, and if this happened to differ from the standard rate per mile, well, the principle is already admitted by short distance cheap day tickets, and the important thing is to keep what is left of the traffic and to endeavour to regain what has been lost.

Yours faithfully,
E. S. MULLINS

The Diesel-Electric Locomotive and Home-Produced Fuel

Highlandman, 31, Brookland Hill,
Hampstead Garden Suburb, N.W.11.
November 30

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I have been wondering how long it would be before a letter such as that of Mr. Arthur G. Wells, in your November 26 issue, appeared in your columns. I feel that the whole diesel-electric question is summed up very well in his last paragraph.

I should have thought it was obvious to any thinking person that to base our transport on an imported fuel supply is to ask for trouble—economic trouble in peacetime and starvation trouble in time of war. Perhaps Mr. Lamond, whose letter appeared in your October 22 issue, did not have to lay up his car a few years ago in order that we might have enough imported fuel to win the war.

In transport, no less than in any other form of business, one has to cater for the public taste, and in a world which pays growing attention to cleanliness and health there is no escaping the fact that the steam locomotive, which has served us so well for over a hundred years, is nevertheless a considerable source of dirt, a fact of which the travelling public is increasingly conscious.

I cannot but feel that the two best lines along which our railways might seek to improve and modernise their motive power are, first, pure electrification with power derived from

coal or hydro-electric power stations, and, secondly, by bringing to a practicable conclusion the experiments which are being carried out to produce a turbine engine driven by pulverised coal.

This form of motive power opens the door to an electrification scheme similar to diesel-electrification, but with a source of power based upon a home-produced fuel. With all our scientific resources the problems at present in the way of the development of the coal-fired turbine engine cannot be beyond solution.

Let there be experiments by all means, as Mr. Wells says, but at the same time let the millions of dollars which already have been thrown away on oil-fired steam locomotives be a warning to us.

Yours faithfully,
HOWARD W. A. LINECAR

Accident near Lamington

390, Wakefield Road,
Huddersfield. December 3

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I have read in your December 3 issue your excerpt from the Ministry of Transport Report bearing the name "Lamington" and I have read the official report in full. I feel it a duty to point out that this report, in fact, does not investigate the cause of the accident at Lamington, although it does mention it.

The report is concerned almost entirely with the circumstances that led to the occurrence of the low-water condition in locomotive No. 6224 when it reached Carstairs; that condition would not have led to a fatal accident had the fusible plugs fulfilled their intended purpose of revealing the low-water condition to the staff concerned. Their failure to do so was the cause of the Lamington accident.

This is no mere verbal quibble, as the failure of the report to distinguish between the two occurrences has at least two undesirable consequences. It tends to divert attention from the fact that the fusible plugs were inadequate. Realisation of this fact is a useful piece of information for design purposes. The report suggests that the leading fitter at Polmadie should be held primarily responsible for the Lamington accident, whereas it really means the "Carstairs low-water." The sole purpose of the fusible plugs is to prevent such irregular action as his from becoming the cause of a serious accident. On this occasion they failed to do so.

Appreciative mention may be made of the large margin of strength in the firebox crownsheet and roof stays. Even after prolonged overheating, no part of the crownsheet was ruptured, and consequently the explosion was much less severe than might have been expected.

Yours faithfully,
W. A. TUPLIN

"Canal for Sale"

Eynesbury,
St. Neots. November 1

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—In the article published in your October 29 issue, the author says: "If America, with its long hauls of heavy commodities passing in bulk, cannot make internal navigations pay their own way, it seems hopeless to look for any widespread revival of canals in this country."

He omits to consider that American railway rates on such commodities—coal, roadstone, gravel, sand, grain, sugar beet, potatoes, and so on—average only about ¼d. a ton a mile, and consequently it is difficult for water transport to compete at lower rates. In contrast, average rail rates on these traffics in England are around 2d. a ton a mile, so there is plenty of room for inland waterways to compete successfully with rail and road, excepting for urgent goods.

Originally, the decline of our waterways was largely because of the failure to emulate Continental countries in modernising methods by deepening channels and altering locks to enable 100-ton barges or larger to be used. Their carrying capacity was then only about 30 tons. The 100-tonners thus would have enabled rates to be cut practically to one-third to defeat railway competition.

On the Great Ouse, some 150 miles long, we have a splendid river now completely idle. Not a barge has been seen on it for decades! Yet in earlier days—up to 50 years ago—it carried heavy traffics to and from London and the Midlands and to coast and Continental ports.

At this time of the year, an enormous tonnage of sugar beet is carried 50 miles or more from farms adjacent to the river to the factory at Peterborough, instead of being carried to the nearest point of the river, tipped into 100-ton barges, floated down, and unloaded by mechanical shovel or grab, at no cost in motive power. On the return journey the barges would be carried almost to Huntingdon on tidal waters without needing motive power.

But what have we? A stream of motor lorries! To carry only 100 tons requires 25 four-ton lorries, each needing its own driver, and each consuming about 10 gal. of expensive imported fuel, and causing heavy damage to the roads. The savings from all of these would pay, in a very few years, the cost of reopening the rivers to navigation and provide farmers and others with very cheap rates. Such non-urgent traffics certainly do not warrant the use of the dearer forms of transport.

Yours faithfully,
E. R. B. ROBERTS

Traders' Season Tickets

The Railway Executive,
222, Marylebone Road,
London, N.W.1. December 13

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Reference was made in an article on page 599 of your issue of November 26, also by your correspondent "Amalgamation" in your issue of December 10, to the arrangement whereby traders' carriage payments to the various Regions of British Railways may be aggregated for the purpose of satisfying the minimum qualification for Traders' Season Tickets, and it was stated that this arrangement for aggregation applied in the cases of the London Midland, Eastern, Southern, and Western Regions. In actual fact, a trader's account with any or all Regions may be aggregated for this purpose.

Yours faithfully,
D. S. M. BARRIE,
Public Relations Officer

Railway Fares and Services

The Gyles House,
Pittenweem,
Fife. December 10

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Do you suppose there are men of vision and imagination among the senior officials of the Railway Executive? Do they study *The Railway Gazette* and *Modern Transport*, two of the clearest-thinking journals in the country? Are they likely to study ideas other than their own? Or are they mostly stuffed shirts with hidebound ideas such as the closing of branch lines and the raising of fares and rates? Judging from their actions and threats they seem determined to drive away even more traffic from the railways.

You have suggested shorter trains and more of them. Mr. R. B. Hounsfield has suggested an hourly service of trains on a grid system. Mr. E. A. Wiggins has suggested diesel railcars for branch lines, and Mr. H. Livingston has contributed some sound ideas on the same subject. Mr. A. Wigglesworth, Mr. E. R. B. Roberts, and many others have suggested good reasons for lower fares.

All these ideas have been advanced by men with no motives other than the improvement of British Railways for the benefit of the general public and traders. Their criticisms and suggestions have been constructive and would be of great help to members of the Railway Executive—if the said members would read, digest, and give serious consideration to the ideas advanced.

In the main I think these ideas might be summarised somewhat as follow:—

(1) Make a completely *new* timetable covering the whole country.

(2) Provide a more frequent service, and good connections for cross-country travel.

(3) Provide regular interval services by light units (*e.g.*, diesel cars) on existing branch lines, and re-open many of the lines which are now closed.

(4) Reduce passenger fares and freight rates to reasonable figures. Return fares to be at the present excursion level and single fares not more than 60 per cent. of the return fares.

(5) Provide convenience, cleanliness, and comfort.

You and your readers seem to be agreed on these points, and, with luck, some of the senior officials of the Railway Executive may be your readers, too!

Yours faithfully,
G. RICHARD PARKES

[Our correspondent expects too much too quickly. It will all come in time. If not with the present Government, with some future one.—ED., *R.G.*]

The Scrap Heap

Telephone Profits

Mr. Ward (Worcester—C.) in the House of Commons recently asked the P.M.G. what were the net profits of the telephone service for the year ended March, 1948.

Mr. Wilfred Paling (Postmaster-General): Approximately £10½ million.

* * *

Sunday Supplement

The Italian State Railways have devised a novel way of ensuring that passengers contribute to the Italian National Fund for Winter Help. Passengers travelling on three Sundays in the near future will have to pay a supplement, which will go towards the fund. The supplement will range from 20 lire to 200 lire, according to the ordinary fare.

* * *

The loss of our friends and companions impresses hourly upon us the necessity of our own departure; we know that the schemes of man are quickly at an end, that we must soon lie down in the grave with the forgotten multitudes of former ages, and yield our place to others, who, like us, shall be driven awhile by hope or fear about the surface of the earth, and then, like us, be lost in the shadows of death.—*Dr. Johnson.*

* * *

A "Centenary" Torch

During the recent celebrations at Barcelona of the centenary of the Spanish Railways, and, in particular, the Barcelona-Mataró railway, the first to be opened in Spain, a "centenary" torch was lighted from the graveside light at Mataró cemetery, where Miguel Biada, one of the founders of the railway, is buried. The lighted torch was carried by runners to Barcelona where it was used to light up the fire of the "centenary" locomotive, a facsimile of the original engine, No. 1, *Mataró*. The torch was carried back to Mataró and kept burning on Biada's tomb until November 4, when the celebrations ended.

* * *

LONDON LAUGHS (No. 4312) *By LEE*

"I'm glad you see something very funny in a pair of kippers being here for a fortnight . . . They're addressed to you!"

[From "The Evening News"

A recipient of a *Railway Gazette* calendar for 1949 writes in acknowledgment:—"In this uncertain epoch it gives a feeling of comfort and stability to know that in 1949 Christmas Day will still be on December 25, and, furthermore, there is the underlying assurance that the passage of the weeks will still be marked by the arrival on my desk each Friday of the well-known periodical of sunrise hue. The world is not so black after all, and your patch of sunshine will accompany us through the year!"

* * *

100 YEARS AGO

From The Railway Times, *Dec.* 16, 1848

Captain Laws is engaged on the Manchester and Leeds line as manager, with a salary of 1,500*l.* per annum, and a seat at the Board.

—o—

The Improved Railway Time Table.—A very successful effort at the production of an intelligible railway time table has recently been made by Mr. Tuck, so well known for his other useful contributions to general information upon railway topics. An alphabetical arrangement of the names of places, printed in legible type, gives at a glance all the necessary details of distance, time, and fares. An appendix is attached, containing those places which, lying nearer to the metropolis, have a more frequent succession of trains allotted to them. The older time tables must look to themselves, for they have now to contend with an opponent not only more lucid, but much cheaper.

* * *

The Euston Strike

Newspaper photographers going to strike-ridden Euston Station are debarred from taking pictures for the Press "by order."

What Little Cromwell is responsible for this order? The strike is the affair of the public. They own the railway. They are the sufferers from the strike. They are entitled to all the facts, both in news and pictures.—*Says the "Evening Standard."*

No! The State owns the railways; and, judging by present legislation, owns the people also.

* * *

Christmas Old and New

Possibly the threat of closed restaurants at Christmas will be received with something like alarm by the present generation, yet to anyone who came of age before the Edwardian era, cities without Christmas restaurants would be no more than a reversion to long-established custom. We used, in those days, to be asked to pity people who had to spend Christmas away from home. There were grim tales of men eating a melancholy dinner alone in the coffee-room of their clubs, or miserably killing time in walking through streets of private houses with brilliantly lighted windows from which emerged sounds of revelry. It was thought quite a good plot for a seasonable magazine story to imagine a wayfarer being invited to such a house to join in the Christmas party.

Nevertheless, there seems to be little chance of any return to "good old days" or "Dickens-y" jollity. If we wanted to go back to things as they were in Victorian times we should have to begin by substituting inconvenient houses for flats, and we should have to staff the houses with servants to supply the needs of large family parties. It was all great fun for the family, but it meant a great deal of hard work for the domestic staff; and even though it be asserted that servants "didn't mind work" in those days that doesn't help us very much in 1948.—*From "The Manchester Guardian."*

Cutting the Coal Bill

"Save the lb. and help save the £" is the slogan of an appeal to their operating staff by British Railways, London Midland Region, in an effort to avoid needless train delays. It is stated that when an express train of 425 tons, travelling at 80 m.p.h. on level track, is brought to a halt, 3 cwt. of extra coal would be consumed in regaining its former speed. Even a slowing from 80 m.p.h. to 50 m.p.h. would mean 2 cwt. of coal to recover the train's former speed.

* * *

Awards for Safe Driving

Among the 2,464 horse and motor drivers of the London Midland Region of British Railways who have won awards in the 1947 competition for safe driving, organised by the Royal Society for the Prevention of Accidents, something like 651 drive about the streets of London. The highest safety records are held by Carter J. E. Vail, Poplar; Carter J. W. Sowerbutts, Old Ford; and Horse Parcel Vanman A. W. Clayton, Euston. Each has been awarded the Thirty Years Brooch. Other centres where L.M.R. road drivers have high awards are as follow: Birmingham, 316; Derby, 148; Leeds, 230; Liverpool, 322; Manchester, 336; Sheffield, 153; Stoke, 81; Wolverhampton, 93; Bristol, 30; and Leicester, 103.

* * *

Leeds Railway Horses Go

Who will not sympathise with the carters at the Wellington Street Railway Goods Yard, Leeds, who in a few weeks' time will have to say goodbye to their horses? Only nine of these faithful servants of the public now remain in the big stables which once held 60. When they leave, the mechanisation of railway goods transport will be complete, and the horses will not be seen any more in the streets of the city.

The economic arguments in favour of this change are unanswerable. Two mechanical horses with trailers can do the work of three flesh-and-blood horses, and can pull three tons instead of from one and a half to two. They are easier and quicker to handle in congested traffic, upkeep is simpler and cheaper, and they save manpower.—*From "The Yorkshire Post."*

* * *

Is the Customer Always Right?

. . . When you put a lot of customers together you have the public. And when you have the public, what have you?

Some wise playwright has called the public a "many-headed monster." This is perfectly true. And every head wags a different way.

If we use pure English we must speak of the public as singular. But really it is plural—and *so* plural.

In some department stores they have a silly belief that "the customer is always right." Many a shop assistant has shed quiet tears because some dim-witted parrot of a shopwalker has screamed, "The customer is always right!"

How can every customer be always right? The great public includes such opposites as optimists, pessimists, the complacent, the dissatisfied, believers, sceptics, saints, villains, scholars, bores, intellectuals, fools, millionaires, paupers. How can they *all* be right?

You can see how impossible it is in providing transport service, to please everybody adequately . . .—*Mr. R. J. Eaton in "Transport Service Research," a booklet reprinted from a paper given to the London Centre of the Institute of Traffic Administration.*

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

SOUTH AFRICA

Financial Situation

During August, 1948, the operation of the railway, harbour, steamship, airways, and aerodrome services resulted in a deficit of £151,680. Revenue amounted to £7,510,293 and expenditure during the same period, excluding net revenue appropriations, totalled £7,619,507 because of higher cost of living allowance payments and increased maintenance and operating costs. The revenue from railway working amounted to £6,537,506 in August, and expenditure to £7,044,802, showing a deficit of £507,296. For the same month harbours operating reflected a surplus of £209,019.

For the period April to August, 1948, the railways reflected an accumulated deficit of £1,831,289, and harbours a surplus of £1,025,742. Steamships, airways, and aerodromes all reflected small surpluses for the first five months of the current financial year. The total revenue for this period was £35,668,883 and expenditure £36,392,858. The accumulated deficit was, therefore, £723,975, which, when net revenue appropriations amounting to £209,590 are added, gives a total accumulated deficit of £933,565.

EAST AFRICA

Railway Advisory Council and the Harbour Advisory Board

A meeting of the Railway Advisory Council was held on November 11, when the revised estimates for 1948 and the draft estimates of revenue and expenditure for 1949 were examined by the Council, which recommended them for submission to the Transport Advisory Council.

A programme of new works was considered, including a new station building, locomotive shed, goods shed, and a complete rearrangement of the station yard at Nakuru at an estimated cost of £192,000. The purchase of four additional Beyer-Garratt locomotives (already constructed for another railway) was recommended.

As this was the last meeting of the Railway Advisory Council (which held its first meeting at Entebbe in 1926 when it took over from the old Inter-Colonial Railway Council which functioned from 1921 to 1926), the Chairman, in concluding the business, extended the good wishes of the Council to the Transport Advisory Council and to the Railway Sub-Committee which is to be set up, as reported in our May 28 issue. He hoped that there would be the same co-operation in the conduct of business on transport matters in the future between the three territories as there had been in the past between Kenya and Uganda.

The General Manager, on behalf of the Administration, thanked the Chairman and Members of the Council for their work and wished to place on record the Administration's appreciation of the substantial contribution made by the Council to the efficient development of the transport services in East Africa.

The final meeting of the Harbour Advisory Board, of which the functions are to be taken over by the Ports Sub-Committee of the Transport Advisory Council, was held in Mombasa on November 9, when the Harbour revised estimates for 1948 and the draft estimates for 1949 were considered and recommended by the Board for submission to the Transport Advisory Council. The Board considered new works proposals and recommended, among other items, the erection of a lighthouse and leading marks at Ras Serani, Mombasa, the installation of floodlighting on the stacking grounds in the Port area, the construction of five junior European houses at Mombasa, and the purchase of a tug which was available at Trincomalee in replacement of the tug *Mombasa*, withdrawn from service in 1946.

BURMA

Restoration of Services

The Rangoon—Pegu section of the main line was re-opened and a restricted through train service re-established from October 1. The service between Insein and Taikkyi and Pegu—Sittang West, however, remains suspended. Between Pegu and Mandalay the services have been maintained in the different isolated sections despite difficulties caused by the lack of communications. On completion of repairs to track and bridges the resumption of through running always has been effected smoothly. Armed patrol trains operate over the difficult sections.

On the Prome side a shuttle service runs between Taikkyi and Okpo and Letpadan —Tharrawaw. In the Henzada district a service from Henzada to Myogwin, and Henzada to Neikban, has been maintained from September 5 and 6 respectively, and, with the opening of a bridge over Ngawun Chaung and the rehabilitation of the section beyond Aung-Myin-Gaing, a through train service was possible up to Kyangin from September 27.

Bridge Damage

Because of heavy rains and disruption of railway services by civil disturbances, progress in rebuilding bridges has been slow, and also many repaired bridges have been damaged again. Bridge No. 379 on the Prome line has suffered severe damage from explosives, and some months will be required to effect repairs. The slide at Gokteik Viaduct has been completed and is ready for container traffic.

WESTERN AUSTRALIA

Washout on Main Line

An unusual washaway, fortunately without serious consequences, occurred recently on the main Perth—Kalgoorlie railway. On this section the 30-in. dia. pipeline supplying the Eastern Goldfields with water runs alongside the railway about 80 ft. from the permanent way. At a point 261 miles from Perth the pipeline main burst at a joint, causing the permanent way to be flooded and tearing out a hole under the sleepers approximately 20 ft. long and 8 ft. deep. The burst is stated to have been caused by about 10 ft. of plate being forced out of the locking bar recess on the northern side of the pipeline. This type of failure is rare, but when it does occur is serious. In this case the break, which occurred shortly after midnight, was noticed in time to stop an approaching goods train, which was returned to the preceding station. The break caused delays of up to 8 hr. to important passenger and goods trains.

Some years ago similar trouble was experienced, and by arrangement with the Goldfields Water Supply Department rail motors, comprising Singer motor cars converted for rail use, patrolled the main line immediately in front of express trains. With the renewal of defective sections of pipeline the trouble was rectified and the patrol discontinued, since when little or no trouble has been experienced until now.

CANADA

Equality of Status in Freight Rates

A plea for "equality of status" in railway rates was made recently before the Board of Transport Commissioner by representatives of the British Columbia Board of Trade. The board is hearing the application of British Columbia for the removal of the "mountain differential" in the Canadian freight rate structure. Briefs presented by the Associated Boards of Trade of the Fraser Valley and the lower mainland and the Council of Associated Boards of Trade of British Columbia claimed that "equality of status" was denied in prevailing rates.

The board, headed by Mr. Justice B. Archibald, was told by counsel for the Canadian National Railways that British Columbia already enjoyed certain advantages in freight rates. He said that advantages had been won on other points and "particularly on trans-continental terminal rates." Eastern goods are shipped to Vancouver at a rate which competes with waterborne traffic *via* the Panama Canal.

ARGENTINA

Port Railways Transferred

The Government has issued a decree providing for the transfer to the Transport Secretariat of the port railways of La Plata, Rosario, San Nicolás, Mar del Plata, and Quequén. The port installations at Barranqueras, Formosa, Victoria, Concepción del Uruguay, Concordia, Santo Tomé, and Paso de los Libres will come under the jurisdiction of the Transport Secretariat in future.

Modifications in Regulations

A Decree recently issued by the Government reduces the weight of passengers' luggage free from 50 kg. to 30 kg. for adults and 20 kg. for children. A second Decree orders the Transport Secretariat to draw up a strict set of rules for the booking of reserved coaches and compartments, beds, Pullman seats, and numbered seats in day coaches. A third lays down that all money collected in fines from passengers shall go towards training centres for drivers and firemen and the erection of buildings for technical schools.

SPAIN

Railway Centenary Celebrations

The celebrations of the railway centenary began on October 24 with the opening of the centenary exhibition in Barcelona. The exhibition featured Spanish railway development up to the present day. A display of the Spanish railway building industry gave prominence to Catalonia and the Cantabrian provinces, where British ventures laid the foundation of some of the present undertakings.

On October 28 a facsimile, built by La Maquinista Terrestre y Maritima, of the first locomotive in Spain, a 2-2-2 named *Mataró* and numbered 1, and three coaches, formed a "centenary" train, which conveyed passengers in "period" dress from Barcelona Terminó Station to Mataró over the first railway built in Spain. It was

followed by an electric train which left Barcelona Francia Station conveying a large number of Spanish Government railway and military officers, and foreign guests. The train inaugurated electric traction on the Barcelona-Mataró line, which was intended to be the chief event marking the centenary in a practical way.

At Mataró a procession passed the house where lived Don Miguel Biada, one of the three pioneers of the Barcelona-Mataró railway, on its way to the square, where a monument to him was unveiled.

As commented on in the editorial on the centenary on page 656 of the December 10 issue, British Railways did not send a representative, but the British Government was represented by H.M. Vice-Consul at Barcelona. The chief Spanish transport personalities were Señor Fernandez Ladreda, Minister of Public Works, Count Burín de Guadalhorce, President, Spanish National Railways, and Señor Rivero de Aguilar, Manager, Spanish National Railways.

Foreign guests included MM. Dugas, Robert Levi, Coullie, and Cardon (French National Railways); Signor di Raimondo (Italian State Railways); Dr. W. Meile (Swiss Federal Railways); MM. G. F. H. Giesberger (Netherlands Railways); and F. Delory (Belgian National Railways).

There were also representatives from the Portuguese, Luxembourg, and Egyptian railways, the Pennsylvania Railroad, and the International Sleeping Car Company.

New stations and works in and around Barcelona were inspected, including two new tunnel sections on the local line from the Plaza de Cataluña, the new station at Sans (the junction of the Barcelona-Madrid and Barcelona-Valencia lines), and the new underground line between the suburb of Clot and the harbour.

A visit was paid to the famous monastery of Montserrat, about 30 miles from Barcelona, the final ascent to which is made by ropeway and rack railway. On October 29 the Spanish members of the party and many of the foreign guests left for Madrid, where the new underground stations at Ministerios and Chamartin had been opened.

SWITZERLAND

Motive Power and Rolling Stock Orders

The greatest arrears to be made good concern motive power and rolling stock. The number of traction units (electric and steam locomotives, electric and diesel railcars, and motor coaches) increased only from 1,112 to 1,129 between 1938 and 1947; their aggregate performance increased by 23 per cent. in the period, from 55·9 to 69 million km. During the same period the number of seats in the coaching stock fell from 219,700 to 215,300, contrasting with the very large increase in the number of passengers carried, from 113,300,000 to 213,000,000. If it is borne in mind that about a third of the coaching stock is more than 40 years old, the comparison is even more unfavourable.

Orders for motive power, passenger and goods rolling stock, therefore, have been on a substantial scale, and in hand at present are: 24 electric locomotives; 16 electric shunting locomotives; 364 coaches and luggage vans; 576 goods wagons; and 57 service vehicles.

Deliveries will extend up to 1952, and the payments to be made for these orders in 1949 will total fr.28,800,000 of the total of fr.38,970,000 budgeted for under the heading of vehicles in the 1949 budget. Total expenditure under this heading amounted to fr.21,613,352 in 1947.

Capital expenditure for development of power stations and power distribution is to reach fr.6,414,000 in 1949, considerably more than in 1947 (fr.2,175,944).

U.S.S.R.

Uzbekistan Line Partly Completed

The first section of the 373-mile main line through Uzbekistan (south of the Sea of Aral in Central Asia), the building of which was announced in our September 19, 1947, issue, was opened on November 20. It extends from Chardzhui, on the western bank of the Amu Darya river, where it branches from the Krasnovodsk—Tashkent main line, north for 50 miles. There are four intermediate stations and 60 bridges. Further north, the line will lead in part through the Kara-Kum desert. Kungrad, on the westernmost branch of the Amu Darya river delta, is envisaged as the terminus.

Publications Received

Locomotives des Chemins de fer Français: A Vapeur—Electriques—Diesel Electriques—et Autorails (Locomotives of the French Railways). Preface by Paul Legrègeois. Second edition. Paris 17e: Editions P.P.C., 39, Bd. Berthier. 9½ in. × 6 in. 71 pp. Illustrated. Price fr. 410.—This second album of French locomotives, steam, electric, and diesel-electric, as well as railcars, is very similar in layout to the previous album reviewed in our March 19 issue; there are whole-page illustrations of various selected types, with brief particulars of them, and in the case of the steam locomotives, an outline drawing. A number of earlier locomotives is included in this edition and a useful feature is a table giving a list of contents of the first album.

Industrial Directory of Wales & Monmouthshire. First Edition. 1948. South Wales: Industrial Association of Wales & Monmouthshire, Aberdare House, Mountstuart Square, Cardiff. North Wales: 10, Penlan Street, Pwllheli. 10 in. × 7½ in. 242 pp. Price 10s. 6d.—This well-printed volume contains introductory articles by Mr. W. Clayton Busson, President of the Industrial Association of Wales & Monmouthshire, Mr. G. E. Aeron-Thomas, Deputy Chairman of the South Western Coal Board, Mr. Leslie E. Ford, Chief Docks Manager, British Railways (Western Region), and other leaders of industry in the Principality. Mr. Ford points out that the popular conception of the South Wales ports as essentially coal exporting centres has been dispelled for all time by the late war, since during those years they handled about one-third of the total general tonnage dealt with at the ports of Great Britain. At least half of the quays have now been laid out and equipped for dealing with this class of traffic. Although coal exports from South Wales in 1947 totalled only 4,500,000 tons, as against about 20,000,000 tons annually in the years immediately before the late war, the joint capacity of Cardiff, Swansea, Newport, Barry, and Port Talbot is far in excess of any tonnage which appears likely to be available for export in the near future. The directory contains a full list of firms in Wales engaged in every type of manufacture.

Arc Welding Manual.—A 74-page illustrated instruction booklet for electric arc welders (price 2s. 6d. net) has been issued by the Quasi-Arc Co. Ltd., Bilston, Staffordshire. The booklet is intended to provide practical information for the beginner and also contains useful hints on the welding of various types of steel and non-ferrous metals. There are 30 drawings of processes and techniques and photographs of typical welding equipment. The booklet is an abbreviated version of the Quasi-Arc Welding Manual, which gives more complete information and contains many tables of welding data.

A Logical System of Signalling. Paper read on June 15, 1948, by R. S. L. Baker, M.A., before the Argentine & River Plate Centre of the Institute of Transport. 10¼ in. × 7 in. 8 pp. Coloured diagrams. —The endeavour to build up on a strictly logical basis a code of signal aspects which shall be applicable throughout a railway system, under all local conditions, and which shall enable a driver to control his train without necessarily having any particular knowledge of a given layout or section of route, has attracted the attention of a number of signal engineers and operating officers. As the problem of deciding the best signal aspects is essentially one in which everyone concerned prefers his own ideas, it is not surprising that it has led to a considerable number of attempted solutions. In the present paper, the author first seeks to lay down the fundamental requirements which any signal system should meet, and then proceeds to deduce from them a set of colour-light signal aspects (with semaphore equivalents for use where colour-light signalling is not practicable or not desired) intended to cover every case likely to arise in practice. The proposals are interestingly set forth and illustrated in colour.

Engineering Opportunities. Darlington and Newcastle: Robert Stephenson & Hawthorns. Limited, Darlington Works. 8¾ in. × 5½ in. 28 pp. Paper covers. No price stated.—Details of the opportunities offered to young men of school-leaving age by a career with Robert Stephenson & Hawthorns Limited, are given in this booklet, to which editorial attention is accorded elsewhere in this issue.

Alloy Steels and Cast Irons.—The Mond Nickel Co. Ltd., Grosvenor House, Park Lane, London, W.1, has issued two pamphlets dealing with nickel alloy steels in machine tools and high-strength cast irons. The first is intended for the use of the designer of machine tools and gives the properties of a variety of alloy steels: the second shows how the specifications for cast iron have been increased in recent years and the way in which these specifications may be met.

Hobbing Machines.—A new catalogue of gear hobbing machines issued by David Brown Machine Tools Limited (formerly Muir Machine Tools Limited) is characterised by the high standard of production and technical lucidity which often has been asked for in British engineering publicity by overseas customers. Mechanical details of the machines are shown in large annotated photographic diagrams, and a series of simplified sectional diagrams, enabling the principal features to be seen at a glance. A range of three machines provides for gears up to 60 in. dia. and 1½ in. circular pitch. Special attention is given in all types of machine to accessibility of the enclosed change gearing and to ample and automatic lubrication.

Motive Power Organisation, British Railways

Full departmental status has been accorded to the Motive Power Organisation under standardised arrangements now approved by the Railway Executive

IN the past there has been no uniformity as to the position of the Motive Power (otherwise known as the Locomotive Running) Department in relation to other departments of the various British railways. Immediately prior to nationalisation the position was broadly as follows:—

L.M.S.R. and Southern Railway: Superintendent of Motive Power functioned as an Officer of the Operating Department, but was responsible to C.M.E. for maintenance of locomotives between shoppings.

G.W.R.: Comparable Officer responsible for Motive Power designated Locomotive Running Superintendent and Outdoor Assistant to C.M.E. (with additional responsibilities in respect of maintenance of carriages and wagons) and responsible for meeting the requirements for power of the Superintendent of the Line.

L.N.E.R.: Locomotive Running Superintendent of each area functioned as a Departmental Officer, but was responsible to the C.M.E. for maintenance of locomotives between shoppings. In the case of the area now forming the North Eastern Region, the L.R.S. and the Superintendent had joint responsibilities in respect of the "Control" and "Trains" organisation; the arrangements in Scotland were similar.

In the case of the Southern Railway and G.W.R., the Motive Power Officer was responsible for engine workings.

The creation of the Eastern and North Eastern Regions out of the L.N.E.R. line south of the Border involved no change in the appointments of Locomotive Running Superintendents. With the creation of the Scottish Region by combining the portions of the L.M.S.R. and L.N.E.R. in Scotland, a position of Motive Power Superintendent for the Region was created, and this officer for the time being was made responsible for his functions to the officer appointed as Operating Superintendent and to the officer appointed as Mechanical & Electrical Engineer. Apart from this, the situation was unchanged, and the position of the Motive Power Officer in each Region in relation to the Railway Executive and to other Regional Officers had still to be resolved.

The Railway Executive has exhaustively considered the advantages and disadvantages of the various types of organisation, and has reached the conclusion that the Motive Power Organisation should be given full departmental status. It is felt that the psychological effect of this section of the railway organisation having full and direct responsibility as a department under its technically qualified officers will have a beneficial effect on the conduct of motive power matters at all levels. In numbers of staff—officers and administrative staffs, footplate, shed (servicing), and artisan shop (maintenance) staff—it forms the second largest of the railway departments.

It is, however, felt that the greatest advantage in diagramming of engines and men will be achieved in all Regions by the centralisation of timing and diagrams staff under one control, and that this function should properly fall to the Operating Superintendent. The Motive Power Superintendent would, of course, require to have access to the Diagram Sections, and to approve special workings and alterations of a major character. The staff of such sections would continue to be recruited as in the past, *i.e.*, mainly from staff already trained to traffic operating and/or motive power requirements.

It was accordingly decided that the undermentioned arrangements should apply as from November 1, 1948, except in the case of the Western Region, where, in view of the considerable re-orientation required, it will take a little longer to implement the decision of the Executive, which has received the approval of the British Transport Commission. It is hoped to introduce the new organisation in the Western Region at the New Year.

The terms of the approved arrangements are as follows:—

(1) *At Regional Level*:—

The Motive Power Officer will be responsible direct to the Chief Regional Officer for matters coming within the latter's functions, and in all other respects to the functional Members of the Railway Executive concerned. He will, therefore, be directly responsible for the provision of motive power, including manning, servicing, and maintenance. He will provide engine power and relief to meet the requirements of the Operating Superintendent, who will be responsible for the provision of engine diagrams, and enginemen's workings, which will be compiled in the Operating Superintendent's central timing organisation; there will be close contact between the two departments on the technical aspects of this work. To meet this, diagram staff attached to Locomotive Running Superintendents' offices will be transferred to the operating paybill.

Locomotives in traffic, *i.e.*, when once

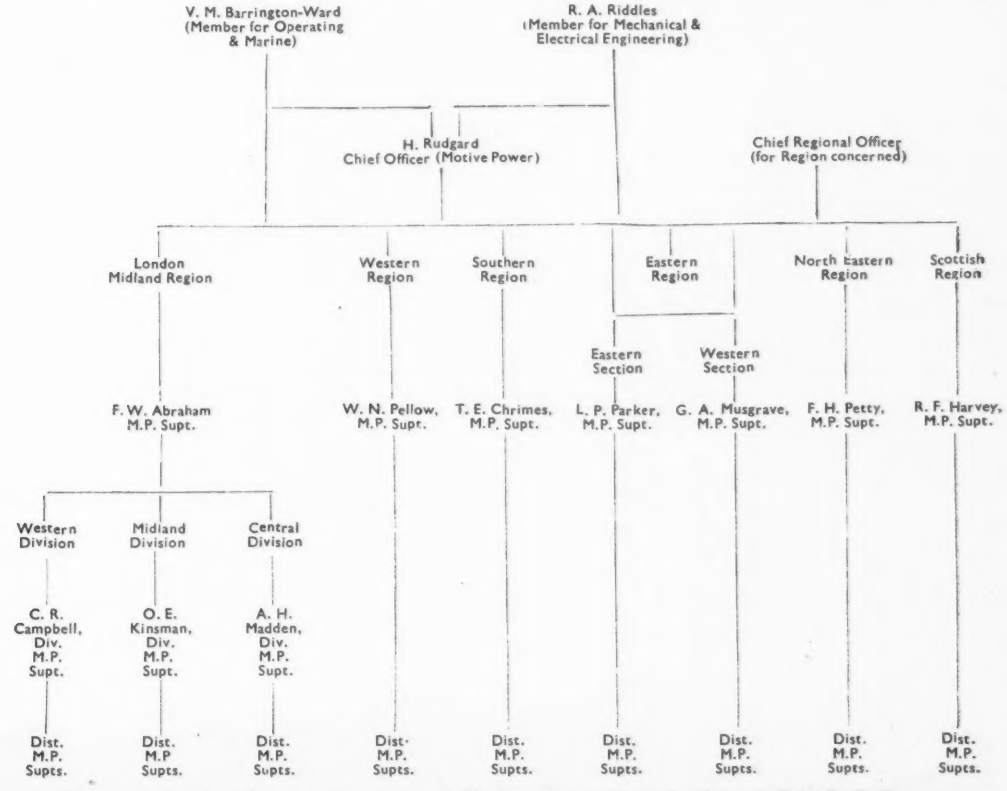


Diagram showing the recently approved Motive Power Organisation of British Railways

in service outside the signals governing ingress to, or egress from, a shed, will be operated under the responsibility of the Operating Superintendent, although technical matters will still be the responsibility of the Motive Power Superintendent.

The Operating Superintendent will be responsible for seeing that operating schedules are adhered to and that locomotives are returned to shed punctually at the times laid down, unless alternative arrangements have been agreed locally.

The Operating Superintendent will be responsible for balancing unbalanced power. As far as possible, this will be determined without delay, even before reaching the turn-round point, but in any case will be advised to the turn-round shed as soon as arranged.

The Operating Superintendent will requisition for unbooked relief, and will be responsible for watching enginemen's hours with the object of keeping to a minimum long hours of duty in traffic.

So far as electric traction is concerned, the electric locomotives and multiple-unit engine workings and the motormen's rosters will be prepared by the Operating Superintendent in close co-operation with the Motive Power Superintendent. The provision, control, and supervision of motormen will be the responsibility of the Motive Power Superintendent. The existing maintenance arrangements will continue to apply.

From the foregoing it will be observed that the Operating Superintendent has full responsibility for all working outside the depot.

The Motive Power Superintendent will be responsible for the discipline (whether working within or outside the depot) and interior economy of his staff. He will keep in close contact with the Regional Staff Officer in regard to pay, conditions of work, and general staff arrangements. He will be responsible for the economical use of materials, stores, and fuel. He will also be responsible for the maintenance of the locomotives on his strength, and will keep in close touch with the Regional Mechanical Engineer in regard to the latter's boiler inspectorate, locomotive performance, and other technical matters, giving effect to the standards laid down by the Regional Mechanical Engineer. Equally so, he will work closely with the Operating Superintendent in the interests of an efficient and economical service, and will at all times stimulate his staff to meet the requirements of the public in respect to safety, speed, and punctuality.

(2) *At Railway Executive level:—*

The functional responsibility will be with the two functional Members concerned, who will be responsible for the integration of footplate and shed practices, and will deal with all motive power questions as may concern their function. The organisation of these two Members for motive power purposes is centralised in the Chief Officer (Motive Power).

On page 691 is a chart of the Motive Power Organisation (with standardised nomenclature) under the new arrangements, in regard to which the previous remarks respecting the Western Region require to be borne in mind, and also that standard nomenclature below H.Q. level has yet to be introduced in the Southern Region.

The unification of organisation, nomenclature, and practice, within the Department is under detailed review. Early in the present year, arrangements were made for the Regional Officers responsible for motive power to meet regularly under the Chairmanship of the Chief Officer (Motive Power) of the Railway Executive with these objects in mind.

It is felt it is only by the development of standard practices, after full consideration of the existing divergent features, that maximum efficiency and maximum availability of locomotives—with minimum expenditure of materials, stores, fuel, and labour—can be achieved. This is being pursued to capacity, but it requires to be borne in mind that many features are long-term and cannot come to early fruition.

International Union of Railways

Seventh General Assembly attended by delegates from twenty-three countries

THE seventh General Assembly of the International Union of Railways was held in Paris on December 2, twenty-five years after the first General Assembly of the Union. M. Maurice Lemaire, General Manager, French National Railways and President of the Working Committee of the International Union of Railways, presided. He was supported by Sir Eustace Missenden, Chairman, British Railway Executive and Vice-President of the Working Committee of the International Union of Railways.

Railway administrations of 23 countries were represented by their chief executive officers. The British delegation, in addition to Sir Eustace Missenden, included Messrs. R. H. Hacker, Chief Officer (Continental), Railway Executive; F. W. Case, Assistant Audit Accountant, Southern Region; C. E. R. Sherrington, Secretary, Railway Research Service; and W. B. Addinall, Acting Secretary, Continental Traffic Committee.

French Railways delegates, in addition to M. Lemaire, included MM. Boyaux, Dargeou, Marois, and Jean Levy. Delegates from other countries included Dr. Ernst Seidler, General Manager, Austrian Federal Railways; Dr. W. Meile, President, General Direction, Swiss Federal Railways; MM. M. G. Lemaire, Financial Manager, Belgian National Railways; F. H. Lehtinen, Assistant Chairman, Finnish State Railways; M. Politis, former General Manager, Hellenic State Railways; G. di Raimondo, General Manager, Italian State Railways; E. Sundt, General Manager, Norwegian State Railways; D. J. Wansink, Joint General Manager, Netherlands Railways; and G. Güran, General Manager, Turkish State Railways. M. Delmas represented American, British, and French interests in Austria, M. Tuja the Transport Division of the Economic Commission for Europe, and M. Cottier (General Manager) the Swiss Federal Transport Office.

M. Maurice Lemaire, in his address, briefly reviewed the important part played by the Union in international railway relations since its formation in 1922. The report of the Working Committee, covering the operations of the three years since the last session of the General Assembly, then was read, and it was decided to accept the invitation of the Norwegian State Railways to hold the next session of the Working Committee at Oslo in May, 1949.

Among the proposals submitted to the General Assembly and approved were recommendations for improving rail and road co-ordination on a national and international scale so as to safeguard railway interests and yet allow scope for the normal development of automobile transport. Other matters debated were unification of conditions for granting reduced fares to groups of travellers; combined transport by rail and air; general principles governing rates for through freight traffic; customs facilities for goods; and means of obtaining a greater use of rolling stock.

Great importance was attached to the standardisation of rolling stock components. Unification of rolling stock was recommended with a view to facilitating the use of wagons by the public. Extension of standardisation was urged, not only of rolling stock, but also of the permanent way material. The Working Committee, at the request of the Transport Committee of the European Economic Commission, has decided to resume its investigation of the problem of automatic couplings, particularly the economic aspects.

The General Assembly renewed for a period of three years the chairmanship of France and the vice-chairmanship of Great Britain in the Working Committee, the two posts being held respectively by M. Maurice Lemaire, Director General, S.N.C.F., and Sir Eustace Missenden, Chairman, British Railway Executive. It also ratified the admission to the Union of the railway administrations of Iran and Japan, the latter subject to the assent of the Allied control authorities. The candidature as associate-member of the Polish travel agency, Orbis (organising sleeping-car and restaurant-car services), was approved likewise. The Assembly noted that the occupation authorities of the Bizone and the French zone in Germany reserved the right to be represented, if required, by German railway officials. M. Tuja was appointed Secretary General in place of M. Pader, retired.

On December 3, the closing day of the Congress, the delegates were taken on a tour in the pneumatic-tyre train which, as reported in our issue of November 19, recently made trial trips to Strasbourg and Châlons-sur-Marne. They visited famous wine cellars in the Champagne country.

MEXICAN CENTRAL RAILWAY.—It has been announced that the trustee of the 4 per cent. "A" and "B" debenture bonds and debenture stock has decided to accept plan "B" in respect of the underlying securities, namely: $22,762,200 of 4½ per cent. prior lien bonds, 1957, and $12,329,525 of guaranteed 4 per cent. general mortgage bonds, 1977, in the National Railways of Mexico.

EASINGWOLD RAILWAY CLOSED.—Passenger services on the Easingwold Railway, which connects the small Yorkshire town of Easingwold with the main line of the North Eastern Region at Alne, 2½ miles distant, were withdrawn on November 29. The railway continues to deal with goods and parcels traffic. The Easingwold Railway was opened on July 27, 1891, and, although always closely associated with the former North Eastern Railway and its successors, retained its independence when the main-line companies were nationalised in January last.

Post-War Reconstruction on French Railways

Severe war damage to track, bridges, stations, electrical equipment, and rolling stock repaired in an intensive post-war reconstruction scheme

THE reconstruction and rehabilitation of the French railway system since the Liberation in 1944 are described at length in an illustrated brochure issued by the French National Railways and entitled "L'effort de Renovation de la S.N.C.F." This report states that war damage sustained over the whole territory covered by the system was much more severe than that of 1918, and at the time of the Liberation the railways were unable to meet the most urgent needs of the Allied war effort or the civilian requirements of the French people.

Running lines and yards at Douai in 1944 after heavy bombardment by Allied air forces

2,600 Bridges Destroyed

Of the system's total of 26,500 miles of track, traffic was possible only on 11,125 miles. Some 2,600 bridges and viaducts and 70 tunnels were either destroyed or severely damaged, the total length of the breaches exceeding 62 miles. On electrified lines 620 miles of overhead contact wires were out of use, and 26 sub-stations were severely damaged. Some 41,000 miles of telephone lines, 1,864 miles of main-line track, and 1,100 miles of sidings were destroyed; 115 important stations out of 322 were seriously damaged, including 24 out of 40 large marshalling yards and 62 out of 64 transhipment yards which were for the most part unusable. Of 130 important locomotive depots, 71 were demolished, and 19 large repair shops out of 31 were destroyed or badly damaged. Buildings covering 1,074 acres were in need of reconstruction.

The rolling stock had been heavily drawn on by the German occupying forces, apart from the war damage it had sustained, and all that was left for use in France was: 3,000 steam locomotives, 500 electric locomotives, 300 electric train units, 6,200 passenger vehicles, and 172,000 goods trucks. Stores had also diminished to a dangerously low level. The total volume of reconstruction work to be undertaken was estimated at the time at about 200,000 million francs.

In spite of the lack of materials and the burden of military traffic, nearly 22,000 miles of line had been restored to traffic by December 1, 1944. Most of the arterial lines had been reinstated and the provisional repair of a number of bridges and viaducts had been carried out. By the end of 1946 the initial phases of reconstruction had been completed. The length of lines open to traffic was then 25,300 miles, including 2,175 miles of electrified track. Of 2,980 miles of track destroyed more than 2,670 miles had been relaid. Of 2,600 bridges and viaducts ruined or damaged, 2,460 had been repaired, 1,410 of them permanently. Of 70 tunnels blocked, 59 had been cleared. The supply of electric current on electrified lines had been restored on all lines even before the bridges and viaducts had been fully rebuilt.

Douai railway yards on October 2, 1945, after the tracks had been relaid

At the present time the continuity of lines has been restored nearly everywhere. The rolling stock position is also greatly improved; the S.N.C.F. has available today 10,989 steam locomotives of which 9,361 are available for use; 774 electric locomotives of which 650 are available for use; 408 electric train units of which 341 are available for use; 16,700 passenger vehicles and 311,400 goods trucks available for use. Of the 1,074 acres of buildings damaged or destroyed, 89 per cent. were rebuilt by the end of 1947.

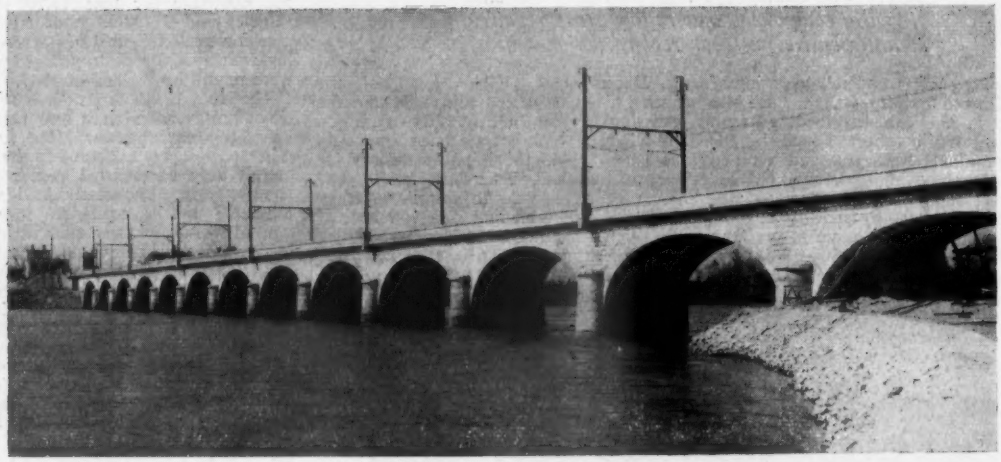
The stock of goods trucks is still insufficient, however, and it is now reaching the limits of wear and tear. The supplies of rails and sleepers allocated to the S.N.C.F. permit only a restricted degree of maintenance work. The arrears in this field are estimated to be equal to seven years' normal work, and they are still increasing. Immediately after the Liberation the S.N.C.F. received a certain priority for supplies, but now it has no preferential treatment as compared with other basic industries. It comes after the steel industry for coal and after the coal and electrical industries for steel and cement.

In March, 1948, the stock of locomotives, steam, diesel and electric, was in good working order and sufficient in numbers. The stock of railcars, however, which in 1938 was 750 units, is now reduced to 541. Of these the average number in use does not exceed 385 units.

Electrification Programme

The S.N.C.F. is now "definitely inclined" towards a policy of electrification, "the technical and economic advantages of which," the report states, "are no longer disputed and which is of capital importance owing to the insufficiency of the national resources of coal." When the programme is completed a large portion of the principal arterial lines will be electrified. During the next 10 years the following lines or sections of lines are scheduled for electrification: Paris-Marseilles (536 miles); Mâcon-Perloz (73 miles) and Lyons-Geneva (106 miles); Bordeaux-Montanban (128 miles) and Sète-Tarascon (65 miles); the southern section of the outer ring railway around Paris from Versailles to Suez, *via* Massy, Juvisy, Villeneuve, and Valenton (electrified working on this line began in February, 1947); the Paris suburban lines of the South-Eastern Region and the Northern Region and those of the Western Region still not electrified. The electrified system will thus be increased from 2,194 miles to 3,484 miles requiring 1,900 million kWh.

Post-War Reconstruction on French Railways



The Montlouis Bridge over the River Loire, on the line from Paris to Bordeaux, after reconstruction had been completed in December, 1945

Temporary single-track bridge on the site of the destroyed Montlouis Bridge, February, 1945

MEXICAN RAILWAY ACCOUNTS DELAY.—The board of the Mexican Railway Company states that, as the sale of the company's railway to the Mexican Government has been completed and a scheme of arrangement providing for the distribution of the company's assets and for the ultimate liquidation of the company is being prepared, it is considered desirable that the present directors (although two of them have attained the age of 70 years) should remain eligible for service with the company until the preparation of the scheme has been completed. A special resolution will be proposed at the annual meeting to be held at Winchester House, London, E.C.2, on December 31 at 2.30 p.m., that there shall be no age limit for directors. As the figures and information have not yet been received from Mexico it will not be possible to submit the usual statement of accounts at the meeting on December 31, and accordingly it will be proposed that the meeting be adjourned until such time as the accounts are available for presentation to the members.

HALDANE ESSAY COMPETITION.—The Institute of Public Administration awards the Haldane Silver Medal and a cash prize of £10 each year to the writer of the essay which is considered as the most useful contribution to the study of public administration. Details of the competition may be obtained from the offices of the Institute, at 18, Ashley Place, London, S.W.1.

TRANSPORT SECURITIES.—The Stock Exchange Share & Loan Department has been advised that all the accounts of British Transport Stock on the registers kept by the under-mentioned bodies, representing stock arising from the conversion of the former securities, have been passed to the Bank of England:—

Aire and Calder Navigation
East Kent Light Railway
Easton & Church Hope Railway
Kent and East Sussex Light Railway
Severn Commissioners
Sharpness Docks and Gloucester & Birmingham Navigation
Staffordshire & Worcestershire Canal
Stourbridge Navigation

All correspondence in respect of the above accounts should be addressed to the Bank of England, 18, Finsbury Circus, London, E.C.2.

New Trains for "Twentieth Century Limited"

A radio-telephone service, barber and valet's shop, train secretary, and lounge-observation car are features of the new formations

Twin-unit diesel locomotive with the "Twentieth Century Limited"

AFTER being placed on public view the previous day, two completely new "Twentieth Century Limited" trains went into service between New York and Chicago on September 17. The new trains, which normally are composed of an Electro-Motive 4,000-b.h.p. twin-unit diesel locomotive and some 16 all-room sleeping cars, cost about $2,000,000 and represent a part of the New York Central System's $86,000,000 post-war passenger-equipment programme.

The sleeping cars were built by the Pullman-Standard Manufacturing Company, and designed in co-operation with New York Central engineers; they are constructed of welded low-alloy high-tensile steel. Sleeping accommodation comprises 137 units with 253 beds, and the train formation includes a railway post-office car, full-length diner, kitchen-dormitory, club car, and a lounge-observation car.

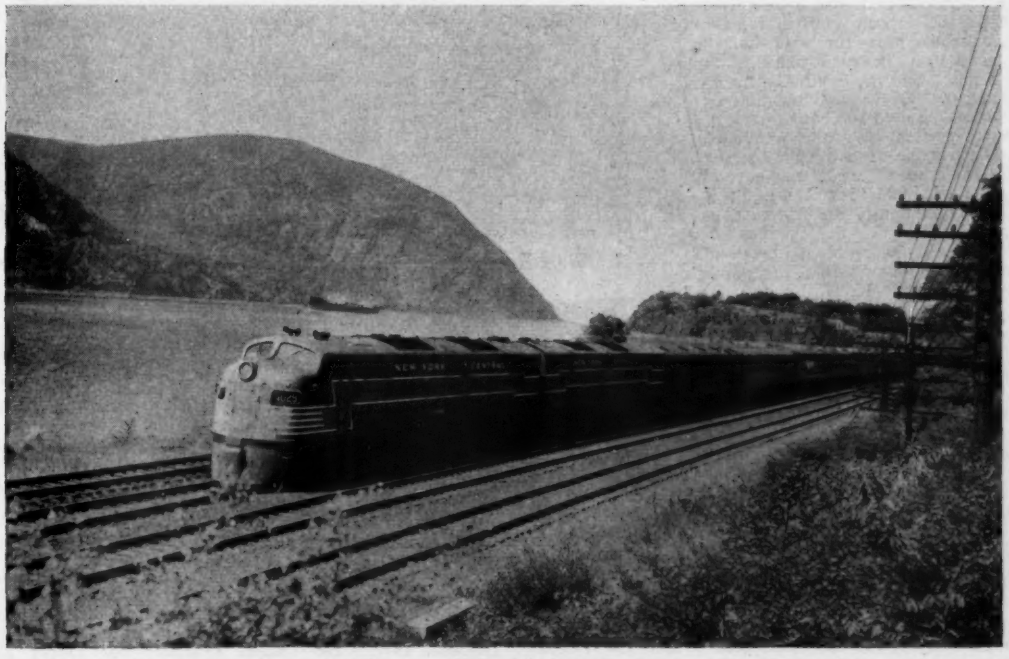
Each room in the all-room sleeping cars has circulating ice-water, electrical appliance outlets, and lavatory facilities. In addition, the bedrooms, though not the roomettes, have separate toilet-lavatory rooms. Porters have their own sleeping accommodation in each car. There are two major colour schemes in the all-room sleeping cars; one features mohair upholstery and carpets in rust, and the other is in green.

All lighting is fluorescent, direct or indirect, and operates on a special circuit from a 64-V. battery system without motor alternator, or other converter. In the sleeping cars, the lighting fixture finally developed is similar to a luminous moulding and is situated in the corner directly over the seats. The high-intensity beam of light is directed through a clear condensing lens to the reading plane, and the diffused area immediately above the lens, provides the general illumination for the interior.

Lighting in a bedroom with the bed crosswise, consists of a five-light unit in the form of a letter "L," and this is so wired that when the occupant of the upper berth wishes to read, he can switch-out the four bulbs running across the car and use only the fixture above his head; provision also is made for a blue night-light. For the lower berth, a new type of reading light is fitted to the face of the wardrobe, and also serves for day use. In the case of bedrooms with longitudinally-positioned beds, lighting is by a two-lens unit with four lamps for general illumination. On the pier panel has been placed a fluorescent reading light for day use, and both upper and lower berths have night-reading lights.

Dining Car and Kitchen

Seating for 64 persons is provided in the dining car, which is divided into five separate sections. The centre section has accommodation for 24 passengers on continuous leather serpentine seats along the walls, and at either end of the main section are four tables separated by winged partitions. Further sections comprise an additional dining space and built-in settees for passengers taking cocktails before meals. Lighting in the dining car is direct-indirect, patterned to reflect in the mirrors. Bright-red leather wing partitions, tooled



New York Central "Twentieth Century Limited" near Coldspring, New York State, running alongside the Hudson River

with silver lines, separate the centre section from those adjacent, and chairs are covered in blue-green leather. The walls and ceiling are in light grey-brown.

A kitchen-dormitory car, which has an electric-eye door-opening mechanism to facilitate service, is connected to the dining car. The dormitory for the dining-car staff sleeps 15 persons, and the kitchen, which is of stainless steel, is equipped with an electric dish-washing machine and electric refrigerator. Filtered fresh air is supplied to the kitchen by a centrifugal blower, and a frost-proof steam radiator, controlled by a manually-operated steam valve, tempers the incoming air in winter. A propeller-type fan draws air from the pantry into the kitchen, which causes a movement of air from the entrance to the dining room.

The new "Twentieth Century Limited" club car has a number of special features, among which is a fully-equipped barber's shop with valet facilities. Adjacent to the barber is a train secretary's office where passengers are offered complete secretarial services, free of charge. The lounge section of the car has two six-foot red leather sofas separated by a low black Formica-topped coffee table, and further appointments include card tables and a service bar. There also are twelve extra lounge chairs in soft grey-beige fabric and two bleached walnut tables; the floor is covered with a soft brown loop carpet.

From a booth next to the secretary's office, passengers may make telephone calls while the train is running in either direction between New York and Buffalo, a distance of 435 miles. When further radio-telephone stations are built, however, the service will be extended over the remaining 525 miles to Chicago. A public address system is also provided and all cars, except sleepers, are fitted with loud-speakers.

Lookout Lounge Car

An observation area in which the floor is raised one ft. above the normal floor level is a feature of the lookout lounge car, and, as well as extra large windows for better observation, there is a number of comfortable chairs and sofas for 14 passengers. In this section of the car, a light-green ceiling increases the effect of spaciousness and two steps leading to a lower level are flanked by metal hand-rails designed as part of the glass partitions that divide the two areas. The forward lounge section has a large three-seat sofa, card and cocktail tables, and chairs; the floors are covered with a soft brown loop carpet. In the partition at the forward end of the lounge, which separates it from the five double-bedrooms, light-green leather is recessed in the wood veneer to form a background for an original oil painting, loaned from the Grand Central Galleries, New York. The appointments here also include a snack bar.

All passenger compartments are air conditioned and the cars are heated by the Vapor zone-control system with both overhead and floor heat. Central control of both air conditioning and heat in each car is effected by a single switch, and following the selection, operation is automatic. Each room has three temperature controls, all of which are effective when the car is being heated, and one operating during cooling. An automatic floor-heat-control switch can be operated to control the room temperature between a minimum of 65° F and 80° F., and a manual remote control is available to shut-off the floor-heat steam when desired.

A drinking-water circulating system is installed, and to cool and circulate the water, a heat exchanger, motor-driven refrigerant compressor and condenser, and a water-circulating pump are resiliently mounted on a rigid frame installed in a locker inside the car.

Except in the case of the mail car, four-wheel bogies are fitted and have 36-in. rolled-steel wheels, mounted on roller-bearing axles. Journal boxes are equipped with hot-box alarms and the four-wheel bogies have single drop equalisers with alloy-steel frames, on which the pedestals are cast integral. Sound-deadening materials are installed under the centre plate, body side bearings, at the ends of the equaliser coil springs, and over the journal boxes, according to the *Railway Age*, to whom we are indebted for the foregoing information.

Third Main-Line Electric Locomotive for Southern Region

THE new British Railways, Southern Region, electric locomotive No. 20003, which was illustrated in our November 5 issue, is now undergoing trials and shortly will be going into regular service.

Although incorporating several improvements, the locomotive is similar in design to the two previous main-line locomotives of this type, which were built during the war and already have run over half a million miles on heavy freight trains between London and the South Coast. As with the other "CC" class locomotives, No. 20003 can be used for both passenger and goods services over the electrified lines and is capable of hauling passenger trains up to a speed of 75 m.p.h. and goods trains of 1,000 tons in weight; it can operate continuously for several days and nights.

The weight of the engine is 105 tons and its length over buffers 53 ft. 3 in.; maximum tractive effort is 45,000 lb.

Southern Region electric locomotive No. 20003, which is similar in design to the "CC" class

DANISH STATE RAILWAYS ORDERS.—In our November 12 issue we gave details of new rolling stock orders placed by the Danish State Railways. We are informed that the 16 electric motor coaches are being built by Frichs, of Aarhus, except for the interior equipment, which is by Scandia, of Randers. The 16 trailers are being built entirely by Scandia. The four 1,000-h.p. twin-articulated diesel sets are being built in collaboration with Scandia, supplying the car bodies, and Frichs the mechanical portion. Of these sets, one of the two permanently-coupled cars has one diesel engine bogie carrying the two diesel generators and one traction motor bogie, and the other has two traction motor bogies, making a total of six driving axles. An automatic oil-fired steam heating boiler is provided.

CANADIAN NATIONAL RESULTS.—An increase of $1,515,500 in the net revenue of the Canadian National Railways for October and a decrease of $18,941,000 in the net revenue for the first ten months of 1948, as compared with the corresponding periods of 1947, have been announced. In October operating revenues were $46,890,000 and expenses were $41,256,000, compared with $38,434,000 and $34,315,000 in October, 1947. Net revenue in October, 1948, was $5,634,000, compared with $41,119,000 in October, 1947.

MORE CLOSED SHEDS AT HULL DOCKS.—For the greater protection and safeguarding of goods in transit at the Port, five open sheds at Hull Docks are to be converted into closed lock-up premises and the lighting in them improved. The buildings to be reconstructed are transit sheds Nos. 19, 20, and 21, at Albert Dock, and No. 29 at William Wright Dock, all of which mainly accommodate general cargoes carried in vessels in regular service with Iceland, Sweden, Poland and near Continental ports. The work will be carried out by the Departments of the Chief Engineer for Docks and Chief Mechanical Engineer, and the cost will be approximately £10,000.

New Trains for "Twentieth Century Limited"

The dining car, which is divided into five separate sections, and provides comfortable seating accommodation for 64 persons

Special measures have been taken in the lookout-lounge car to give better observation and an effect of spaciousness

Banbury Hostel, Western Region

(*See news article in December 10 issue*)

Reading room

Dining room

Dining room in Manager's flat

Front entrance to Banbury Hostel

RAILWAY NEWS SECTION

PERSONAL

Mr. Cyril R. Dashwood, C.B.E., Chief Accountant, Western Region, British Railways, has resigned from the Chairmanship of the Railway Accountants' Committee. He will continue to act as a member of the committee (*see editorial note, page* 681).

HOTELS EXECUTIVE

With the approval of the British Transport Commission, the following appointments have been made to the Hotels Executive:—

Mr. E. K. Portman-Dixon, formerly Acting Executive Officer (Refreshment Room, Dining Car & Hotel Liaison), Railway Executive, to be Refreshment Room Superintendent.

Mr. C. W. Roundell, formerly Assistant to Chief Hotels Superintendent (Refreshment Rooms), L.M.S.R. Hotel Services, to be Refreshment Room Assistant Superintendent.

Miss P. M. Oxenford, formerly Assistant to Chief Hotels Superintendent (Domestic Services), L.M.S.R. Hotel Services, to be Chief Officer for Domestic Services.

Mr. S. P. Smith, formerly Engineer, L.M.S.R. Hotel Services, to be Chief Works Officer.

Mr. S. Sweeney, formerly Acting Assistant Manager, Hotels & Catering Department, Western Region, British Railways, to be Officer for Wines, Spirits, Beers, etc.

It was notified recently in the Second Supplement to *The London Gazette*, under the heading of Regular Army, that Brigadier R. F. O'D. Gage, C.B.E., M.C., late R.E., retires on retired pay, December 7, 1948.

Mr. Roger W. Sewill has tendered his resignation as National Consultant to the Road Haulage Association as from the end of this year.

BELGIAN NATIONAL RAILWAYS

The following appointments have recently been made in the General Management of the Belgian National Railways:—Mr. J. Vanderborght to be Traffic Manager; Mr. H. Hazard to be Staff Officer; and Mr. J. Scheerens to be Adviser to the General Management.

The General Management is now composed, in addition to the above-named, as follows: Mr. F. Delory (General Manager); Mr. G. Olivier and Dr. A. Huyberechts (Deputy General Managers); Mr. P. Nolet de Brauwere van Steeland (Secretary-General); Mr. P. Ghilain (Chief Mechanical Engineer); Mr. J. Boucique (Chief Civil Engineer); Mr. E. de Rijckere (Signal & Electrical Engineer); Mr. M. Lemaire (Chief Accountant); Mr. L. Antoine (Commercial Manager); Mr. G. Willaert (Adviser to the General Management on Accident Matters); Mr. J. Musyck (Adviser to the General Management on Operations connected with Electrification).

We regret to record the death on December 8, at the age of 90, of Lord Palmer, who was Deputy-Chairman of the Great Western Railway Company from 1906 to 1943, when he retired from the board. He was the first person to be created a peer for services to music. Sir Samuel Ernest Palmer, first Baron Palmer of Reading, was born on March 28, 1858, the eldest son of the late Samuel Palmer, of Northcourt, Hampstead, one of the founders of the firm of Huntley & Palmers Limited, of which he was himself a Director at the time of his death. He was educated at Malvern and abroad. He was elected a Director of the Great Western Railway Company in 1898, and in 1906 was appointed joint Deputy-Chairman with the late Mr. Walter Robinson; he became sole Deputy-Chairman on the death of Mr. Robinson in 1910. As Deputy-Chairman he was a member of all the ten committees of the board, including the Emergency Committee constituted on October 27, 1939, for the duration of the war. He was a well-known patron of music, and was presented with the honorary freedom of the Worshipful Company of Musicians in recognition of his services to that art. He was the founder of the Royal College of Music Patrons' Fund, as well as the Berkshire Scholarship at the same institution, also of two scholarships at the Guildhall School of Music. He made many other gifts towards the encouragement of British composers and executive artists. He was a Vice-President of the Royal College of Organists, and was elected first Fellow of the Royal College of Music. In 1916 he was created a Baronet, and he was elevated to the peerage in 1933. A memorial service was held on December 15 at St. Margaret's, Westminster.

Photo] [Lafayette

The late Lord Palmer

Director, Great Western Railway Company, 1898-1943, and Deputy-Chairman, 1906-43

ROAD TRANSPORT EXECUTIVE

The following appointments have been announced by the Road Transport Executive:—

Mr. B. A. Ridley to be Divisional Accountant, South-Eastern Division (Freight).

Mr. J. L. Rule to be District Manager, Edinburgh.

Mr. W. A. Bridge to be District Manager, Liverpool.

Mr. S. P. Jordan, Head of the Design Section, De La Rue Insulation Limited, has resigned to take up private practice as an architect and design consultant. His services will be retained as Design Consultant by De La Rue Insulation.

We regret to record the death on November 29, at the age of 63, of Mr. James W. Royal, for many years a Signal Engineer of Westinghouse Brake & Signal Co. Ltd. He joined the Westinghouse organisation in 1912, when he was engaged on installation of new power-signalling apparatus on the Central London Railway. He later assisted in installing the signalling on the Buenos Aires Underground, returning in 1917 to join the London staff of the company. He later returned to Argentina as adviser to the B.A.G.S.R., on the resignalling of Plaza Constitucion. He afterwards visited India, and revisited Argentina. Subsequently he was appointed a Signal Engineer, which position he held until his death.

The Haakon VII Liberty Cross has been conferred on Mr. George Pettigrew-Smith for special services for Norway during the war. Mr. Pettigrew-Smith is Chairman & Managing Director of the Monarch Controller Co. Ltd.

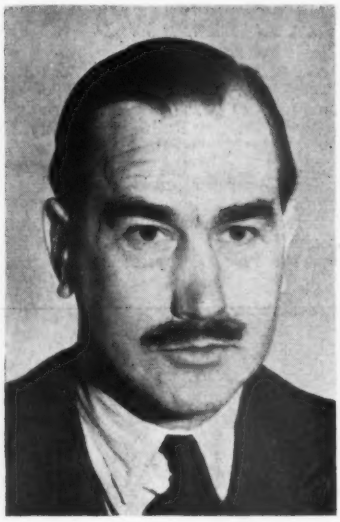
Mr. H. E. Parkes has been re-appointed a permanent member of the Transport Tribunal for a further period expiring on November 3, 1949.

Lord Portal of Laverstoke (lately Chairman of the Great Western Railway Company), has been appointed Chairman of the new committee to consider the distribution and exhibition of films.

Mr. W. A. McCullough, M.E., M.I.E. (Australia), A.M.I.C.E., Assistant Chief Civil Engineer, Western Australian Government Railways, who has been appointed Chief Civil Engineer, is 53 years of age. He was educated at Hale School, Perth, and the University of Western Australia. Mr. McCullough, entered the Public Works Department as a cadet in 1913, transferring to the Western Australian Government Railways when the Railway

Mr. W. A. McCullough

Appointed Chief Civil Engineer, Western Australian Government Railways



Mr. S. A. Finnis

Appointed Chief Docks Manager, Humber Ports, Docks & Inland Waterways Executive

Mr. A. H. Madden

Appointed Divisional Motive Power Superintendent (Central Division), Manchester, London Midland Region, British Railways

Construction Division of the Public Works Department was transferred in 1931. For some years he has acted a Lecturer in Engineering at the Western Australian University. During the 1914-18 war he served with the Royal Engineers in France and Italy, and was mentioned in despatches.

Mr. Robert Morton Mitchell, B.L., formerly General Secretary of the Iron & Steel Trades Employers' Association, has been offered the post of Chief Executive Officer & Secretary of the Road Haulage Association.

Mr. Walter S. Thompson, Director of Public Relations, Canadian National Railways and Trans-Canada Air Lines, is relinquishing his air-line activities as from December 31, and will devote his full time and attention to the railway and its other ancillary services. Mr. G. R. McGregor, President of T.C.A., on behalf of the board and himself, has made "grateful acknowledgment of the valuable services rendered by Mr. Thompson to the air line since its inception in 1937," saying that "his outstanding knowledge and experience in the public relations and advertising fields have been of immeasurable advantage to the company." A striking tribute was paid recently in an article in *The Standard* of Montreal to Mr. Thompson's work on behalf of the C.N.R.

Mr. S. A. Finnis, Assistant Chief Regional Officer, North Eastern Region, Railway Executive, who, as recorded in our November 26 issue, has been appointed Chief Docks Manager, Humber Ports, Docks & Inland Waterways Executive, on the transfer, on January 1, 1949, of Hull, Grimsby and Immingham Docks to the latter Executive, joined the L.N.E.R. in 1927. After training as a traffic apprentice, he was appointed Assistant to Goods Agent, Hull, in 1931, and Assistant to District Goods & Dock Manager, West Hartlepool, in 1933. He became Dock Superintendent, Tyne Dock, in 1936, Head of Traffic Section, Divisional General Manager's Office, York, in the next year, and Assistant District Superintendent, Sunderland, in 1939. Mr. Finnis was called up with the Supplementary Reserve on September 1 of that year. He went to France as Adjutant, No. 1 Railway Operating Group, R.E., and, after the evacuation from France, to the Middle East as Dock Superintendent, Port Said. He later became Dock Superintendent, Alexandria, and then D.A.Q.M.G. (Movements & Transportation), Tobruk. He was taken prisoner at the fall of Tobruk, and was released in April, 1945. Mr. Finnis was appointed District Superintendent, Sunderland, L.N.E.R., on January 1, 1945, while still a prisoner of war, and took up the duties of the post in September of that year. He was made Assistant Passenger Manager, North Eastern Area, in October, 1946, and became, in January, 1947, Assistant to Divisional General Manager, and in July, 1947, Assistant Divisional General Manager for the same area. He became the first Assistant Chief Regional Officer of the North Eastern Region, British Railways, from January 1, 1948.

Señor Miranda has informed the British Embassy at Buenos Aires that he will leave Argentina about January 10 for his visit to this country.

Mr. W. Lionel Fraser has been appointed Deputy Chairman of Thomas Tilling Limited, and Mr. R. M. Matheson has been elected to the board.

Mr. A. H. Madden, A.M.I.Loco.E., A.M.Inst.T., Assistant Divisional Operating Manager, Manchester, London Midland Region, British Railways, who has been appointed Divisional Motive Power Superintendent (Central Division), Manchester, was educated at Campbell College, Belfast. He served his apprenticeship in the shops of the Northern Counties Committee at Belfast from 1920-25, and for the next two years was employed in the drawing office and Running Department. In 1927 he became an improver on probation, and two years later went to Hellifield Motive Power Depot as Running Shed Foreman. In 1931 he was made Head Office Mechanical Inspector at Derby, and held that position for three years, during which period he was employed also on relief duties on the Midland Division of the L.M.S.R. Mr. Madden was Assistant in the Office of the Divisional Superintendent of Operation, first at Manchester (1935-39), and then at Crewe (1939-40), after which he was District Locomotive Superintendent at Bank Hall (1940-41), and at Accrington (1941-43). He was appointed Assistant to Operating Manager (Motive Power), Glasgow, in 1943; Assistant District Operating Manager, Leeds, in 1945; District Operating Manager, Wakefield, in 1946; and Assistant Divisional Operating Manager, Manchester, at the beginning of this year.

Southern Railway Association

The first re-union of the Southern Railway Association, consisting of past members of the board, retired chief officers, and chief officers at the end of last year, was held at a luncheon at Charing Cross Hotel on December 9. Colonel Sir Eric Gore Browne, who was Chairman of the company, was in the chair; and past Directors attending were Mr. Henry Brooke, Sir John Anderson, Mr. E. Bingham Baring, Sir William Crawford Currie, Mr. Clive Pearson, the Earl of Radnor, Lord Kennet, Sir John Thornycroft, Sir George Schuster, Mr. H. U. Willink, Sir Francis Dent and Sir Herbert Walker (also past General Manager). Mr. Gilbert Szlumper, past General Manager, with Sir Eustace Missenden, Chairman of the Railway Executive, and Mr. John Elliot, Chief Regional Officer, Southern Region, were also among those who attended. The following is a complete list of members present:—

Colonel Sir Eric Gore Browne, Mr. Henry Brooke, Sir John Anderson, Mr. E. Bingham Baring, Sir William Crawford Currie, Sir Francis Dent, Lord Kennet, Mr. Clive Pearson, the Earl of Radnor, Sir George Schuster, Sir John Thornycroft, Sir Herbert Walker, Mr. H. U. Willink, Sir Eustace Missenden, Messrs. G. S. Szlumper, R. G. Davidson, C. Gribble, A. E. Moore, A. Raworth, Colonel C. Francis, Messrs. H. E. O. Wheeler, W. J. England, A. Cobb, G. Ellson, S. E. Hitchcock, E. C. Cox, W. J. Clayton, H. Jones, John Elliot, R. M. T. Richards, Brigadier L. F. S. Dawes, Messrs. V. A. M. Robertson, O. V. Bulleid, O. W. Cromwell, W. E. Growdon, A. B. MacLeod, C. M. Cock, H. L. Smedley, A. Endicott, R. P. Biddle, W. J. Sawkins, S. W. Smart, A. E. Hammett, T. E. Chrimes, Dr. L. J. Haydon, Messrs. H. A. Short, A. Dean, S. E. Clark, F. Gilbert, H. F. Burt.

Tasks of the Road Transport Executive*

Mr. Harold Elliott's comments on the organisation of the Road Transport Executive and the integration of road transport

On the railway side you have a much easier task than the Road Transport Executive, great as your problems are, for you have the advantage of having to weld together only four units, and even then you have had the closest of consultation in the past, through the Railway Executive Committee during the war, and through the Railway Clearing House and other bodies.

The Road Transport Executive, on the other hand, has to weld together literally thousands of small units, operating, it is estimated, 40,000 vehicles, and in doing this must not lose sight of the fact that this huge industry has been built up by a large number of people who, by their very strenuous endeavours, and personal contact, have established a most intimate goodwill with the traders of this country.

Organisation of the Executive

The Road Transport Executive, which is the body collectively responsible for administering British road services, consists of a full-time Chairman, supported by four full-time and three part-time Members, each of the former having a special interest in a particular function, one in commercial operations on the freight side and one in passenger matters, and these two also deal with engineering and stores. There is one concerned with staff & welfare and the other with general organisation & research. The Executive has a Secretary & Legal Adviser, and a Chief Financial Officer, and each of the functional members has a chief officer who implements the policy of the Executive.

No detailed organisation is yet set up to deal with passenger transport, but on the freight side the country has been divided into eight divisions, Scotland being one of them, and in charge of each is a divisional manager. Each manager will be supported by an accountant, traffic officer, engineer, staff officer, stores officer, and surveyor, and with his division divided into, in most cases, five districts, will have a district manager in charge of each.

Most districts will contain at least as many as 1,000 vehicles, and as they will be the primary units of operational management, the managers will each have a staff organisation similar to that of divisional managers, the duty of whom and their staffs will be to co-ordinate the activities of the districts within their divisions. In turn, each district will contain groups of approximately 120 vehicles, in the charge of group managers, and groups will consist of the various undertakings acquired, merged, or co-ordinated, as may be required.

The method of formation of these groups will be one of the most important factors in our organisation. It is essential that there should be a full appreciation of the intricacies of certain trades. It will be necessary to ensure that hauliers who are specialists in the carriage of certain commodities are grouped together, and continue to serve the traders in whose traffic they are so experienced. Managers in all categories will have a large degree of local authority, so that the closest personal contact with customers and staff can be obtained.

Although certain specialised road transport activities, such as household removals, the carriage of indivisible loads, and the movement of liquids in tank wagons, are excluded from the provisions of the Transport Act, the British Transport Commission has acquired very extensive interests in these forms of transport. Such activities will be controlled nationally, but, of course, they will be thoroughly decentralised through their branches.

In so far as parcels traffic is concerned, this will be dealt with through the divisional organisation; but in view of the fact that these services are operated through a closely knit network, the overall planning of the interconnecting trunk services will be dealt with from Executive Headquarters.

As far as rolling stock is concerned, it is planned to have one standard colour scheme for general haulage vehicles, and another for the express parcels fleet, each division having a distinctive sign to encourage among the staff a pride in the efficiency and appearance of its own vehicles. Specialised services will have their vehicles painted in yet another standard colour scheme.

At strategic points in the country, the Executive eventually will have its major overhaul workshops and bodyworks, the latter within the limitations imposed by the Act, and central maintenance workshops will be set up as necessary, with depots having their running repair shops.

Following voluntary negotiations by the British Transport Commission, the Executive now controls 171 firms operating nearly 10,000 vehicles. Many more will be acquired by the end of 1948. With very few exceptions, the undertakings have all been limited companies and for the time being they are continuing to operate as such, with the previous managing directors or managers still in charge. Certain large selected undertakings have been appointed as primary companies and they have absorbed the shares of smaller concerns. The absorption has been arranged with a view to the ultimate grouping of like activities and with regard to location from the operational standpoint.

Standard Practices

There have been instituted certain standard financial practices, and also a system of limited statistical returns for the provision of data to be included in *Transport Statistics* issued by the British Transport Commission. Apart from these, and certain changes in boards of directors, there has been no change in the previous constitution and practices of the undertakings.

Under the Transport Act, any haulage concern which, in 1946, carried more than 50 per cent. of its tonnage, or derived more than 50 per cent. of its revenue by haulage over 39 miles, is subject to compulsory acquisition. There are certain other qualifications and provisions, but the foregoing is the essence of this section of the Act. During the past month, notices of compulsory acquisition have been served on a number of undertakings, and a regular programme has been prepared, as a result of which, it is estimated, some 3,000 firms will come under the control of the Executive by the end of 1949, or the beginning of 1950.

Undertakings compulsorily acquired will pass into direct ownership of the Road Transport Executive as agents for the Commission, as the assets and not the shares will be acquired. These undertakings, for the time being, will be under the operational control of the primary companies already acquired, except, of course, where they are large enough to constitute primary units in themselves.

"C" Licences

A subject causing much discussion at the present time, is the question of the "C" licence. Even making allowance for the better supply of retail traders' small vans, the growth is disturbing. The road transport organisation must not be allowed to fail, and traders can contribute to its success by appreciating that the Executive is trying to provide a national service for their benefit and the more they make use of its facilities, the more likelihood there is of success.

The sales value in a trader's name on his vehicles must be appreciated, as well as the fact that drivers perform services which are peculiar to the business in many cases, and the Executive will provide the usual contract hire facilities.

The belief, which is so common, that the trader can operate transport more cheaply than the professional carrier, is a fallacy, for, if all appropriate costs are taken into account, the margin of profit earned by the haulier will be more than met by his, and, particularly now, the Executive's greater purchasing and operational facilities.

To perform the task for which the Executive was set up, it is first necessary to integrate the many acquisitions. This must be done, of necessity, at present on a somewhat piecemeal basis, as all the pieces of the jigsaw will not be in the Executive's hands for some time. It is early yet to standardise procedure, desirable as it may be, particularly in matters of rates and conditions of carriage, not to mention operational documents, but when present practice is inadequate or unsatisfactory, the systems of the larger concerns are being instituted in the smaller businesses.

The next task is to make the divisions self-contained in a managerial sense, and where subsidiaries were merely financially controlled in the past by a parent company based in another division, the subsidiaries will be brought directly under the control of their appropriate divisional managers.

Much can be done in the reduction of the number of medium capacity vehicles running long distances by the marrying-up of loads, thus enabling the maximum capacity vehicle to be used with a consequent reduction in the cost per ton. By the same token, the medium capacity vehicles can reduce the number of small capacity lorries operating over the shorter distances.

Major terminals will be required in all towns of any size, and these will require to include repair facilities, hostels and canteens for drivers, with a special section, or separate premises, where smalls can be sorted. All such premises desirably should be rail connected for eventual co-operation. Standardisation of rates and conditions of carriage must wait on the scheme which the Commission has a duty to produce, but, in the meantime, the wide variety of insurance policies must be sorted out.

The Road Transport Executive has a large task, first, to find out what it is taking over, and, second, to knit the undertakings into one great organisation. When this is complete it then will have

* Abstract of a paper, "Road Transport—The New Regime," read by Mr. Harold Elliott, Chief Officer (Freight), Road Transport Executive, before British Railways, Western Region, London Lecture & Debating Society, on November 18

to tackle the question of our collaboration with the railways. But the Executive is not waiting until its organisation is complete to deal with this important subject. Much discussion is taking place already, and the Road Transport Executive is examining schemes to ascertain what economies can be obtained from closer working.

Throughout the organisation, the closest contact is being established with appropriate railway officials, and if there is a full realisation on both sides that they all belong to the same firm, and that there are no longer sectional interests, then so much sooner will the integrated transport system come into being.

Merger of Oil Engine Interests

The directors of the Brush Electrical Engineering Co. Ltd. and Associated British Engineering Limited, Loughborough, announce that negotiations for the merger of the former company with the oil engine interests of the latter, which were referred to in our January 2, 1948, issue, have been completed on a share exchange basis. Sir Ronald Matthews is Chairman of the Brush company, and the Chairman of Associated British Engineering Limited is Mr. Alan P. Good.

The Brush firm will acquire from A.B.E. the wholly-owned subsidiaries, Mirrlees, Bickerton & Day Limited, Stockport, and J. & H. McLaren Limited, Leeds and Staines, together with minor ancillary assets, for the sum of £1,598,319 to be satisfied by the issue by Brush of £530,000 of 5½ per cent. cumulative preference stock in £1 units at par and £800,000 of ordinary stock in 5s. units at 6s. 8d. per unit.

Extraordinary general meetings will be held in London on December 31 to approve the conditional agreements and effect the necessary capital increases. The issue prices of the Brush stocks are approximately equal to the market prices when negotiations were completed last month.

On completion, A.B.E. will hold a 50 per cent. interest in both classes of Brush capital, *i.e.*, £500,000 of the issued £1 million preference and £800,000 of the issued £1,600,000 ordinary capital, and at issue prices these holdings will constitute 75 per cent. of the A.B.E. entire assets. A voting trust has been arranged which will restrict A.B.E. voting power to 25 per cent. of the votes attaching to the Brush ordinary capital. The merger will give effect, financially, to working arrangements which already exist between these firms.

All three companies build diesel and petrol engines, and the Brush firm also manufactures electrical generating equipment for use with these engines. The group already is widely represented overseas and a large proportion of its products are for export. Recently, large contracts for Russia have been signed, and the order books now total about £15 million, including £5 million of Russian contracts. It is considered that the full merger will facilitate further production increases and administrative savings.

The firms of accountants who examined the proposals drew attention in their reports to the deficiency of working capital of the proposed new group, and, while recommending the scheme as a fair merger basis, stated that it was fundamental that the merger should be carried into effect only after new permanent capital of at least £1½ million had been raised by the Brush firm. Both boards agree that this new capital is required, but they do not expect to be able to raise it until the middle of 1949.

Meanwhile, they have been able to obtain additional support from their bankers, who are now providing the group with facilities totalling £4 million to enable the greatly expanded turnover to be financed during the interim period. A.B.E. also is prepared to market the £500,000 of Brush preference stock it is to receive and to apply the proceeds in subscribing for or underwriting new Brush capital.

The group net profits for 1947, subject only to taxation, were £547,203, and the respective boards are of the opinion that the net profits for 1948 on the same basis will be not less than £800,000. Arrangements for the re-financing of the Brush Electrical Engineering Company are expected to be completed soon after the audited accounts for 1948 are available.

Institution of Railway Signal Engineers

Paper on relay interlocking in Sweden

The opening meeting of the new session of the Institution of Railway Signal Engineers was held in London on October 28, when a paper on "Modified Relay Interlocking in Sweden" was read by Mr. Ture Hård, Chief Signal Engineer, Swedish State Railways. Mr. A. Moss, President of the Institution, was in the chair, and there was a good attendance.

The paper, which was accompanied by lantern slides, dealt with differences of opinion as to methods to be used in relay interlocking; gave a general review of train operating practice in Sweden; and described the general layout of a typical station fitted with the modified relay interlocking system. This was followed by an account of the signal aspects used, the control, proving, interlocking, and other circuits, and the sequence of movement involved in handling the apparatus, to aid which 21 diagrams were presented. In preparing these the author had taken the trouble to convert everything into B.S.I. symbols.

In introducing Mr. Hård, the President spoke of him as being the pioneer of modern developments in signalling in Sweden and the neighbouring countries; and after the paper had been read he observed that there were many interesting points to be compared with British practice. The full signalling for wrong road working was very interesting; also the methods adopted to prevent extraneous current entering point locking circuits. The use of the flashing white light for the clear distant indication seemed peculiar to us, but no doubt our signal aspects might seem unusual to engineers in other countries. There were many interesting features in the circuits the author had described, and in the use of multi-core telephone type cables and the local control of points.

Mr. R. Dell congratulated Mr. Hård on the reading of the paper in a foreign tongue, and so excellently. He was particularly interested to see that Mr. Hård considered that relay interlocking should not be used unless there was some advantage to be gained thereby. It was important that complicated equipment should not be put in just for the sake of doing so. One of the advantages claimed here for relay interlocking was the ability to use route-setting control, but he noticed that there was none in the paper. Why did Mr. Hård not find it of advantage to adopt it? Development appeared to have been much the same as on the London Transport lines, where a number of relay interlocking arrangements had been installed, but it was found that the complications and number of relays wanted were considerable. Of late they had changed to a system using levers rather than many relays and had gained considerably in simplification in that way.

Mr. J. F. H. Tyler recalled the kindness shown to him by the author during a visit to Sweden. After seeing signalling in several Continental countries he found a pleasant similarity between our practice and that obtaining in Mr. Hård's country.

Mr. F. Horler asked whether the Swedish authorities were satisfied with being limited to individual setting of points.

Mr. H. M. Proud said that Mr. Hård and he were friends of very long standing. The paper was going to be very useful to their young signal engineers, especially the circuit engineers.

Mr. W. H. Challis was impressed by the economy of apparatus revealed in the arrangements described by the author.

Mr. C. F. D. Venning said the paper laid emphasis on individual operation of points, in connection with the large amount of local control used in Sweden. For through movements several lever operations were required. Would the author consider route working for more complicated stations?

Mr. Hård replied briefly to some of the points raised and said that he would deal with all questions in detail after they had been submitted to him. There were historical reasons for the use of the flashing green and white lights. Wrong road working was put in to enable them to keep one track open to the greatest capacity in the case of snow troubles. They preferred individual point control because snow interference was frequent, and this was against working a whole route in one movement.

After the President had moved a hearty vote of thanks to Mr. Hård, carried with applause, a film of railway working was shown.

McNAMARA & CO. LTD.—An extraordinary general meeting of McNamara & Co. Ltd. is being held at Winchester House, Old Broad Street, London, E.C.2, at 3 p.m. today (December 17) for the purpose of considering, and, if thought fit, passing, a special resolution to the effect that the company be wound up voluntarily by means of a members' voluntary winding up, and that Mr. George McDonald Bottome, Chartered Accountant, of 14, Howick Place, London, S.W.1, be appointed liquidator.

SPANISH ELECTRIFICATION PLANS.—The Spanish National Railways have contacted Swiss firms with a view to placing orders for more electric locomotives. Negotiations also are in progress with the Westinghouse Company of America for the electrification of 683 route-miles, as a further step in the 12-year conversion programme reported in our October 11, 1946, issue. The first sections scheduled for electrification are Bilbao—Miranda del Ebro (64½ route-miles) and Alsasua—Miranda del Ebro (47½ route-miles). The latter section is part of the Irun—Burgos—Madrid main line and connects at Alsasua with the electrified Irun—Alsasua section of that line.

Road Haulage and Road Executive

On Friday last the following statement was issued by the Road Haulage Association on the subject of the Association's relations with the British Transport Commission:—

The Road Haulage Association is willing and ready to co-operate with the British Transport Commission in all matters, wherever such co-operation is likely to maintain and promote a cheap and efficient service to the public. There are certain points, however, on which it would be valuable to have information.

The carriage of goods by road for hire or reward is now the joint responsibility of the road haulage industry and the British Transport Commission. The R.H.A. would like to know as soon as possible to what extent the Commission, through the Road Transport Executive, will help hauliers in accordance with the duty laid on it, not only to provide but "to secure or promote the provision of an efficient, adequate, economical and properly integrated system of public inland transport." The Road Haulage Association would welcome discussions with the Road Transport Executive on this matter.

Members of the road haulage industry regard short-distance road transport as, broadly, their sphere of influence, traffic over longer distances being left to a large extent (except for the excluded traffics) to the B.T.C. This does not appear an unreasonable assumption when it is remembered that, even after the Transport Act has been fully implemented, only one-fifth of the vehicles engaged in road haulage will be taken over by the Commission.

Several important traffics are excluded from any restrictions that may be imposed by the Transport Act. In most cases, hauliers specialising in each of these traffics are already organised by the Road Haulage Association into Functional Groups. It is hoped that the Road Transport Executive will agree to join these groups so that the valuable work they have done in solving technical and other problems may continue in the future.

Where railway branch stations and branch lines are being closed, the road haulage industry hopes to be appointed in many localities as road agents for the Commission, and the R.H.A. would welcome the opportunity of discussing such matters with the Railway Executive.

The Road Haulage Association has in no way swerved from its belief that the personal service given by road transport under free enterprise cannot be equalled for cheapness and efficiency. This belief, however, need not interfere with co-operation between the Association and the Commission, or prevent the setting up of the necessary liaison machinery. It does, however, throw on the R.H.A. the onus of ensuring throughout the country a general appreciation of the undoubted fact that free enterprise must remain predominant in road haulage even if the Transport Act is most vigorously implemented. The Association is taking all possible steps to bring this fact home to the trading community and the general public.

Increased Subscription

As from January 1 the subscription from each member of the Road Haulage Association is to be increased, but in no case will the additional cost per member be more than one guinea. It is pointed out that this is the first increase since the formation of the Association. The acquisition of long-distance undertakings by the British Transport Commission must mean a temporary loss of revenue to the Association, which at the same time will have to give a greater degree of service to its members; there are many new problems, such as those connected with operating centres and the issue of permits that have arisen or will arise as a result of the Transport Act.

Railway Debating Societies Joint Meeting

Over 100 members of British Railways, Western Region London Lecture & Debating Society and British Railways, Southern Region, Lecture & Debating Society assembled at Central Hall, Westminster, on December 9, to consider the motion: "That a lifetime spent in the employment of a railway tends to produce a narrow outlook on life."

Colonel Sir Eric Gore Browne, former Chairman of the Southern Railway, occupied the chair, and among those present were: Messrs. F. Gilbert, Assistant Secretary (Staff & Establishment), British Transport Commission; W. C. Collins, Senior Secretarial Assistant (Traffic), British Transport Commission; O. W. Cromwell, Chief Officer for Labour & Establishment, Southern Region; G. V. Metcalfe, Welfare Supervisor (Accommodation & Amenities), Southern Region; and the following Officers of the Western Region: Messrs. H. H. Phillips, Assistant Chief Regional Officer; H. E. Hedges, General Assistant to Chief Regional Officer; H. G. Bowles, Assistant to Chief Regional Officer; C. Furber, Commercial Superintendent; T. H. Hollingsworth, Principal Assistant to Commercial Superintendent.

Mr. B. Seymour of the Western Region, who proposed the motion, said that he did not understand it to imply a narrow mind. There was in railwaymen a mental tendency to look at matters from a restricted viewpoint, though it should not be looked on as a deficit. A railwayman's mental development had to be kept within reasonably restricted channels and, in fact, it was not necessary for him to seek to develop

Parcels Hold-up Owing to the Strike at Euston

Some of the thousands of parcels which accumulated at Euston Station, London Midland Region, during the past week as a result of the strike (see news paragraph on page 707)

a mental outlook greater than the situation required.

Opposing the motion, Mr. R. Shervington, Southern Region, asked whether narrow or single mindedness was involved, for after years of wide experience, many had adopted a simple outlook. Many railwaymen were occupied in local activities and had wide recreational and educational opportunities. A great variety of people from all over the country were employed in the railway industry and an infinite variety of work was offered.

After the motion had been seconded by Mr. R. Hyder, Southern Region, and the opposition seconded by Mr. A. E. Schafer, Western Region, many members joined in a lively debate. At a first count the motion was carried by 52 to 49 and the same verdict was returned a second time at 54 to 50.

Parliamentary Notes

Special Roads Bill

When the money resolution in connection with the Special Roads Bill was considered in committee by the House of Commons on November 19 Captain Peter Thorneycroft (Monmouth—C.) said that, as he understood the policy of the Ministry of Transport, it was to plan the capital expenditure on both the road and rail industries so as to fit them into an integrated form of inland transport; but so far the Minister had given no answer as to how he reconciled this financial resolution for a special expenditure on roads with his transport policy in general. The methods the Ministry had so far proposed to pursue its policy was to raise, say, the bus fares in order that people would be discouraged from travelling on the road and encouraged to travel by rail. If these powers of raising money were given, and the money was passed from the Exchequer into the Road Fund, the matter would not stop there. The money would, therefore, be spent on capitalising and increasing the efficiency of road transport, both goods and passenger. Obviously that would put the Government into considerable difficulty. There would be a tendency for people to use road, rather than rail, transport. When the Parliamentary Secretary had been pressed on that matter his solution was: "We will not have any buses at all on the roads, generally speaking." It would be a very expensive afternoon if they voted powers to expend £150 million for a thousand miles of empty concrete with nothing on them running at all, everything being prohibited and restricted by the Minister in order that his own rail transport system might be a paying proposition. Did the Parliamentary Secretary really intend to take these powers of raising money only for him and his department to prohibit either bus passengers or goods traffic travelling on the very roads they hoped to see created? If he did not want that, how, in the face of a Bill like this, did he hope to obtain the integration of transport?

Sir Arthur Salter (Oxford University—Ind.) said the resolution had been drawn in such wide terms that it would allow an expenditure immensely in excess of any plan which the Minister had described on second reading. A great deal of the money might now be spent outside the limits of the scheme the Minister had put before them. In fact, they were giving enabling powers to the Government without having it tied to a policy or plan at the same time.

Mr. James Callaghan (Parliamentary Secretary, Ministry of Transport) said there was nothing exceptional about the terms of the resolution. He was advised that it was in precisely the same terms as that in connection with the Trunk Roads Act, 1946. As expenditure on these roads became possible, the annual estimates of the Ministry would contain proposals for spending money consistent with the proposed programme. The financial resolution enabled the Ministry to make those plans and lay them before the House in due course. No one could say what cost levels were likely to be over the next few years.

The reason why permission was asked to spend some money in due course for the development of roads, although at the same time the railways were seeking additional traffic, was that the Ministry believed that road and rail traffic were complementary. It believed it would be improper to develop railways by strangling the growth and proper development of road traffic.

In reply to questions by Captain Peter Thorneycroft, Mr. Callaghan said that quite obviously buses would not use these roads. They were to be roads from one large centre to another, and local bus traffic, with fares of one penny or twopence, would not run along them. Motor coaches on long-distance journeys would run along these roads. The British Transport Commission would be the largest single operator of long-distance goods traffic in the years ahead. In its particular interests it should have economic means of transport for its large fleet of vehicles. They would have had to spend a very large amount of money in any case on getting the roads in order. This resolution would enable them to spend that money in a much more efficient way than they could otherwise have spent it.

The money resolution was agreed to.

Pilfering on the Railways

Speaking in the House of Lords on November 23 in the debate on the increase of crime in England and Wales, Viscount Simon referred to pilfering on the railways. A few years back everyone entrusted parcels to the railway companies with complete confidence that they would arrive without having been tampered with in any way. He was afraid it was impossible to say that any longer. He believed a great many people even hesitated to send things by the railway, because they were doubtful as to whether they would reach their destinations intact. Also, he thought many persons now put up with the tampering with their parcels, so long as the parcels arrived.

Lord Walkden intervened to say it had been found, in the cases of thefts on the railway, that they frequently did not occur at the hands of the railwaymen themselves. Far more frequently they were committed by thieves who raided the railway trucks and trains while they were standing in sidings.

Viscount Simon said he was glad that was so, and he most willingly accepted it. Indeed, he had not necessarily meant to imply the contrary; but the fact was, however it came about, that there was today so constant a difference between the article as it was dispatched and the article as it arrived, that whoever was responsible was taking part in a new branch of irregularity which had been unknown in this country some years ago.

The motion was by leave withdrawn.

Questions in Parliament

Strike at Euston Station

Lt.-Commander J. A. Langford-Holt (Shrewsbury—C.) on December 10 asked the Minister of Labour what steps he proposed to take to bring to an early conclusion the unofficial strike at Euston, which was causing increasingly serious dislocation to Christmas traffic.

Mr. George Isaacs (Minister of Labour): This stoppage of work has resulted from the unconstitutional action of 300 parcel porters and vanmen employed at Euston Station, who are protesting against the duties allocated to their branch official under the roster agreed by the local joint departmental committee on November 12 last. The duties as vanman of this official have been discussed by the trade union with the railway officials concerned, and, as a result, it has been agreed that arrangements can be made which would enable him to carry out his local departmental committee duties, which the men allege cannot be performed under the existing roster as it applies to him. The trade union has made it clear that it cannot support the action taken by the men, and has instructed the men to return to work. Any disruption of Christmas parcel traffic is of great disservice to the public, and I must emphasise that the duty of the men is to follow the advice of their trade union leaders and to resume work. Ample machinery exists for the discussion of any grievance they may feel.

Commander Langford-Holt: Would the Minister agree that one of the features of this strike, and of other unofficial strikes like it, is the apparent triviality of its origin; and, secondly, is he satisfied that the negotiating machinery, and also the relationship between the union and the men, are sufficient and adequate to prevent the recurrence of such strikes, and their immediate rapid spread, which appears to happen each time?

Mr. Isaacs: The supplementary question is rather long and involves a number of points, some of which I will try to answer. The relationship between the union and the management is of the best. The relationship between the union and its men is a matter of some question at the moment because of this outbreak. I would like to say that the local joint departmental committee which fixed this roster has representatives of the union on it. The union is making strenuous efforts to get their men to fall into line, and I would like to back the union appeal by saying that action of this sort is not only a disservice to the public and to the State but a disservice to trade unions themselves, which are trying to do their best in the circumstances.

Air-Commodore A. V. Harvey (Macclesfield—C.): If this unfortunate strike continues, will the Minister make representation to the Postmaster-General and to the Ministry of Transport to the effect that other means of transport must be implemented to carry out this work?

Mr. Isaacs: I would like to have notice of that question, because while negotiations are proceeding it is so easy to add fuel to the flames.

Dr. Haden Guest (North Islington—Lab.): Is it not possible to settle this unfortunate dispute by direct approach and a little friendly conversation? A deputation which came to see me last night seemed to be very ill-informed and very excited, and I think that a little private conversation and conciliatory action might be able to bring the matter to a close more rapidly than official channels.

Mr. Isaacs: We have been in touch with the union and Railway Executive, but, if any official action is taken which recognises unofficial strikes, then the authority of the trade unions and any other machinery is gone completely.

Mr. T. Scollan (West Renfrew—Lab.): Is the Minister aware that a deputation came here yesterday and tried to interest Members concerned directly, who, realising their duty to the Government and to the trade union movement, refused to have the matter raised, and advised them to take it through the proper channels? I think that it is very ill-advised for Members to raise it here instead of allowing the proper machinery to deal with it.

Mr. Isaacs: May I add this final word? I appreciate that Members will not encourage deputations of this sort, but this is a very trivial matter easily adjusted, and I hope that the men will recognise the position which they have taken up and agree to let the matter be adjusted.

Railway Accident at Stockport

Wing-Commander N. J. Hulbert (Stockport—C.) on December 1 asked the Minister of Transport if he could make any statement in regard to the railway accident which occurred at Stockport Station on the night of November 30.

Mr. Alfred Barnes (Minister of Transport): Yes, sir. I am informed that this accident occurred in dense fog. A passenger train from Manchester to Derby, which was stationary, was run into by a following passenger train from Manchester to Buxton. Two coaches at the rear of the standing train were telescoped, and I regret to inform Wing-Commander Hulbert that, so far as my information goes, four passengers in this train were killed and 27 were injured. There were no casualties in the following train. I have appointed an inspecting officer to hold an inquiry, and I should like to take this opportunity of expressing sympathy with the relatives of those who were killed and with the injured.

Wing-Commander Hulbert: While thanking the Minister for his reply and associating the people of Stockport with his expressions of sympathy, may I ask him if he will direct his inspecting officer to pay particular attention to the fog signalling apparatus in use on that particular section?

Mr. Barnes: Yes. The purpose of such inquiries is to elicit any defects which may have contributed to the accident.

Nigerian Railway

Sir Ralph Glyn (Abingdon—C.) on December 2 asked the Secretary of State for the Colonies when was it expected that the Zaria-Kano section of the Nigerian Railway would be relaid so as to carry the heavy locomotives and rolling-stock; how many of those engines had been delivered and how many wagons; how many more of each type were under construction; and when they would be delivered.

Mr. A. Creech Jones (Secretary of State for the Colonies) in a written answer stated: The re-laying of the Zaria-Kano section of the Nigerian Railway with 60-lb. rails has already begun. About 90 miles of track is involved, and delivery of materials has been promised at a rate which will permit of four miles of track being relaid a month. This work is being done in the ordinary course of track overhaul, and sufficient special-type light engines are available to work trains over this section of the line.

Thirty-four heavy locomotives have been supplied to the Nigerian Railway since January 1, 1946. Fourteen were made in Canada. Twenty were Vulcan locomotives shipped from the United Kingdom last April. These are being used to full capacity on other sections of the line. In addition, 52 locomotives of a similar type are now on order in this country. Delivery of the first batch of four of these is due at the works in December. Thereafter, delivery is planned at the rate of four locomotives in each of the first four months of 1949, followed by two each in May, June and July, and one in August. Delivery will be resumed in November with eight locomotives followed by four in December, and two each in January and February, 1950. This will complete deliveries against the first order for 43 locomotives. Deliveries against a subsequent order for nine more locomotives of the same type are planned to begin in August, 1950, and be completed in the following December. Ten more main-line locomotives are on order in Canada, and delivery is expected to be made at the end of the first quarter of next year.

Fifty hopper wagons have been delivered. There are 571 other wagons on order, most of which are bogie covered goods wagons. The wagons are due to be delivered at intervals over the next 18 months, commencing in December, 1948. In addition, 384 bodies for covered wagons are due for delivery over the period May, 1949, to September, 1950.

Subsidiaries of Steel Companies

Mr. F. J. Erroll (Altrincham & Sale—C.) on November 22 asked the Minister of Supply (1) if he would publish a list of the subsidiary companies in overseas countries in which each of the companies listed in the Third Schedule of the Iron & Steel Bill had a controlling interest, or a majority shareholding in accordance with section 154 of the Companies Act, 1948; and (2) if he would publish a list of all the subsidiary companies in the United Kingdom in which each of the companies listed in the Third Schedule of the Iron & Steel Bill had a controlling interest, or a majority shareholding in accordance with section 154 of the Companies Act, 1948.

Mr. George Strauss in a written answer stated: I will circulate a list of the 74 subsidiary companies in the United Kingdom and overseas countries in which, according to my present information, companies listed in the Third Schedule to the Iron & Steel Bill have a controlling interest or majority shareholding. These are in addition to the wholly-owned subsidiaries listed in my reply to Mr. Erroll on November 15.

The list is published in the Official Report.

Iron and Steel Subsidies

Mr. Elwyn Jones (West Ham, Plaistow —Lab.) on November 22 asked the Minister of Supply whether he was now in a position to give particulars of the amounts of any subsidies to iron and steel firms during the last three years, specifying the names of the firms and the amounts of the subsidies.

Mr. George Strauss stated in a written answer: Up to March 31, 1946, subsidies were paid through the medium of a central fund created during the war to stabilise iron and steel prices. The central fund was financed partly by the industry itself and partly from public funds, and the amounts paid from public funds to individual companies cannot, therefore, be accurately assessed. I append details of direct subsidies paid to individual firms during the financial years 1946-47 and 1947-48. The greater part of the subsidies to the industry are paid in bulk in respect of (i) freight on foreign iron ore; (ii) loss on imports of scrap; (iii) the difference between the import cost and sale prices of imported iron and steel. These imports are centralised, and it is impossible to assess the benefit derived by individual firms. I would add that the payments detailed below were made to companies which were required either to undertake production unsuited to their capacity and therefore uneconomical, or to continue production which had ceased to be economic and would otherwise have stopped, to meet the need for maximum output in the types and of the qualities required.

The details are published in the Official Report.

Ministry of Supply Staff

Sir Waldron Smithers (Orpington—C.) on November 29 asked the Minister of Supply if he would give in tabular form and in convenient salary and wage categories the number of staff, industrial and otherwise, in his employ at the latest available date.

Mr. G. R. Strauss (Minister of Supply) in a written answer stated: The numbers of civilian employees in my department on October 1, 1948, were as follow.—

	Non-industrial	Industrial
(1) Headquarters	11,700	149
(2) Outstations—		
(*a*) Research establishments	9,702	12,324
(*b*) Royal Ordnance factories	5,914	34,586
(*c*) Inspection directorates	3,821	5,579
(*d*) Storage and disposal depots and canteens...	1,500	9,642
(*e*) Miscellaneous ...	1,593	1,156
Total	34,230	63,436

The analysis has been made on the basis of the subheads shown in Civil Estimates, 1948-49, Class X, Vote 1. The salary and wage categories of the non-industrial staff are set out in those estimates. Similar details at October 1, 1948, cannot be obtained without the expenditure of an undue amount of labour.

BELGIAN NATIONAL RAILWAYS DEFICIT.—According to a recent message from Brussels the working deficit of the Belgian National Railways for 1948 is envisaged at fr. 215 million, mainly because of higher wages. This compares with the working deficit of fr. 730,960,762 incurred in 1947, when working receipts totalled fr. 8,343,655,918, and the working expenditure amounted to fr. 9,074,616,680.

LIGHTALLOYS PROFITS INCREASED.—The profit of Lightalloys Limited for the year ended June 27, before providing for taxation, amounted to £21,223, as against £1,195 last year. To this has been added £5,272 in respect of recovery of excess profits tax. After providing £13,750 to cover income tax and profits tax there remained £12,745. An interim dividend of 5 per cent., less income tax, already has been paid, and it has now been decided to pay a final dividend of 10 per cent., making 15 per cent. for the year, which is the same as last year, and this leaves a surplus of £2,845. Mr. J. C. Colquhoun, Chairman, reported at the annual meeting on December 7 that the increase in turnover for the year was about 37 per cent. Improvement in the order book position continued and applied particularly to more highly specialised equipment for railways and road transport.

Notes and News

Permanent Way Institution.—The 1949 Convention of the Permanent Way Institution, London Section, will be held in Dublin during June.

Engineer for Bridge Reconstruction Required.—Applications are invited from qualified candidates for the post of engineer for bridge reconstruction (capital works) for the Nigerian Railway, temporary staff, for one tour of 18 to 24 months in the first instance. See Official Notices on page 707.

General Manager, North Borneo Railways.—Applications are invited for the post of general manager, North Borneo Railways, for three years in the first instance. Candidates should have had considerable experience both of railway administration and railway way & works departments. See Official Notices on page 707.

E. H. Jones (Machine Tools) Limited.—As from January 1, 1949, the firm of Bond & Partners, 25, Collingwood Street, Newcastle-on-Tyne, will be the representatives of E. H. Jones (Machine Tools) Limited in the North Eastern area. The territory involved includes Northumberland, Cumberland, Durham, and a section of the North Riding of Yorkshire.

Nicholson Thermic Syphons for North British Locomotives.—An order has been placed with Whitelegg & Rogers Limited, Grand Buildings, Trafalgar Square, London, W.C.2, by the North British Locomotive Co. Ltd., for 100 Nicholson thermic syphons for the "WG" class locomotives which the latter firm is building for the Indian Government. The syphons will be manufactured by Beyer, Peacock & Co. Ltd.

Riviera Line Blocked.—Railway communication between France and Italy along the Mediterranean coast was cut during the night of November 18 when a tunnel on the coast road between Beaulieu and Cap d'Ail collapsed and thousands of tons of rock fell on to the railway below. Some passengers in a Monaco—Nice train which ran into boulders on the track were slightly injured. The line has now been cleared.

Railway Students' Association.—Mr. John Benstead, Member, British Transport Commission, was in the Chair at the Railway Students' Association meeting on December 14, when Mr. H. F. Sanderson, Principal of British Railways Commercial School at Faverdale Hall, read a paper on "Railway Education."

Transport Arbitration Tribunal.—The Transport Arbitration Tribunal, set up under Section 105 of the Transport Act, 1947, has made a Practice Direction governing applications to the Tribunal for confirmation of agreements under Section 108 of the Act. Applications to the Tribunal under that section are likely to be numerous, as the Tribunal's confirmation is necessary in any case where the agreed compensation exceeds £20,000.

Transport Securities.—The Stock Exchange Share & Loan Department has been advised that all the registers kept by the Trent Navigation Company, representing stock arising from the conversion of the former securities of this body have been passed to the Bank of England. In consequence, all correspondence in respect of the above accounts should be addressed to the Bank of England, 18, Finsbury Circus, London, E.C.2.

British Transport Stock and Trust Deed.—A ruling was given recently in the Chancery Division on questions arising on the construction of a trust deed dated July 1, 1933, made between the Underground Electric Railway Company of London, Glyn Mills & Company, and the London Passenger Transport Board constituting the Central London (New) Guaranteed Assented Stock. The questions arose as the result of the substitution under the Transport Act, 1947, of British Transport Stock for London Transport "C" Stock, the assets underlying the trust deed, of the value of £2,611,618. The London Passenger Transport Act, 1933, provided that Transport "C" Stock was to be redeemed at par in December, 1955, or at any time thereafter. It was asked whether, in the event of the British Transport Stock being redeemed, all further liability of the British Transport Commission would cease and the money received in redemption would be distributable among the holders of the Guaranteed stock, interest whereon would cease to accrue from the date upon which the British Transport Stock was redeemed, or whether the Guaranteed stock would not be extinguished and interest would continue to accrue thereon and be guaranteed perpetually. Mr. Justice Roxburgh held that on the redemption of the British Transport Stock the liability of the British Transport Commission under the guarantee in the deed would cease and determine. There would be a declaration to that effect.

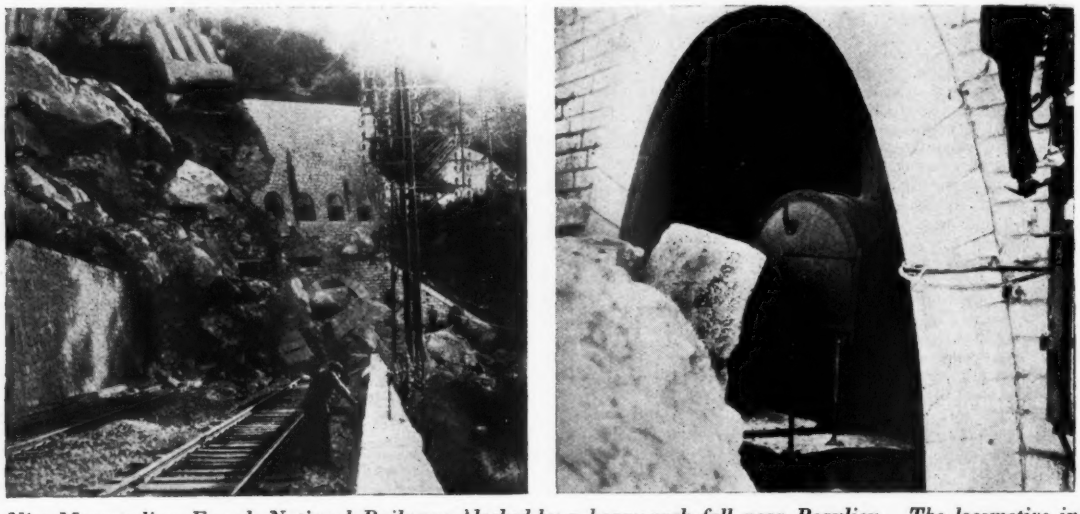
Bournemouth Corporation Representatives Visit Thos. Cook & Son Head Office.—Twelve representatives of the Bournemouth Corporation, headed by Alderman R. H. Old, Deputy-Mayor, recently visited the head office of Thos. Cook & Son Ltd. in Berkeley Street, W.1. It was a return visit following hospitality enjoyed by 47 of the company's representatives in Bournemouth last month. After touring the various departments, the representatives of the Corporation had luncheon with the management; the hosts included Mr. Stanley Adams, Chairman; Sir James Milne, Director; and Mr. James Maxwell, General Manager.

Welsh Inter-Railway First-Aid Competition.—The annual competition for the Harry Webb Challenge Cup was held in the City Hall, Cardiff, on November 18, when six teams participated, three from the Western Region and three from the London Midland Region. The adjudicators were Drs. J. Powell Jenkins, A. M. Robertson, and R. V. C. Richards. The result was as follows:—

Team	Marks obtained
Newport High St. (W.R.) ...	217½
Ystalyfera (L.M.R.) ...	201½
Cardiff Docks (W.R.) ...	197½
Ruabon (W.R.) ...	170
Abergavenny (L.M.R.) ...	156
Mold Junction (L.M.R.) ...	152½

Among those present were the Lord Mayor, Alderman R. G. Robinson; Dr. Edgar Llewellyn, Surgeon in Chief to the Priory for Wales; Messrs. A. E. H. Brown,

Riviera Main Line Blocked by Landslide



Nice-Monaco line, French National Railways, blocked by a heavy rock fall near Beaulieu. The locomotive in the right-hand illustration pulled up in time to prevent a serious accident (see paragraph above)

OFFICIAL NOTICES

None of the vacancies on this page relates to a man between the ages of 18 and 50, inclusive, or a woman between the ages of 18 and 40, inclusive, unless he, or she, is excepted from the provisions of the Control of Engagement Order, 1947, or the vacancy is for employment excepted from the provisions of that Order.

His Majesty's Colonial Service

GENERAL MANAGER, NORTH BORNEO RAILWAYS

APPLICATIONS are invited for the post of General Manager, North Borneo Railways. The appointment is on contract for three years in the first instance, at a gross salary of £1,778 per annum. A cost-of-living allowance at the rate of £189 per annum for a married man, or £119 for a single man, is also payable while resident in the Colony. Terms of appointment include free passages for the officer, his wife and children under the age of ten, on appointment and on leave or satisfactory completion of the contract. Quarters, which at present are of a temporary nature, are provided at a rent not exceeding £103 per annum.

Candidates should have had considerable experience both of Railway Administration and of Railway Way and Works Departments, and preference will be given to candidates who are also corporate members of the Institution of Civil Engineers.

Intending candidates should apply at once by letter stating briefly their age, qualifications and experience, to:

THE DIRECTOR OF RECRUITMENT,
Colonial Office,
Sanctuary Buildings,
Great Smith Street,
London, S.W.1.

Crown Agents for the Colonies

APPLICATIONS from qualified candidates are invited for the following post:—

ENGINEER FOR BRIDGE RECONSTRUCTION (Capital Works) required by Nigerian Railway, Temporary Staff, for one tour of 18 to 24 months in the first instance. Consolidated salary £1,000-£1,400, according to qualifications. Outfit allowance £60. Free first class passages. Candidates should be Civil Engineers, and must have had experience on the construction and re-girdering of large Railway Bridges, including the erection of falsework with piled foundations. Apply at once by letter, stating age, whether married or single, and full particulars of qualifications and experience, and mentioning this paper, to the CROWN AGENTS FOR THE COLONIES, 4, Millbank, London, S.W.1, quoting M/N/24290/3D on both letter and envelope.

INTERNATIONAL RAILWAY ASSOCIATIONS

Notes on the work of the various associations concerned with International traffic, principally on the European Continent. 2*s. By post* 2*s.* 2*d.*

Chief Docks Manager in South Wales; H. H. Swift, Area Officer for South Wales; C. L. Simpson, Divisional Locomotive Superintendent, Newport; J. S. Tickle, Assistant Traffic Manager, Swansea; P. Anstey, Ambulance Centre Secretary, Paddington; J. A. Martin, Assistant Ambulance Centre Secretary, Paddington; A. J. Walden, Staff Assistant to the Chief Docks Manager; E. Colclough, Assistant Divisional Locomotive Superintendent, Newport; K. F. Hall, Assistant Divisional Locomotive Superintendent, Cardiff; G. H. Hemmen, Area Welfare Officer, Cardiff; B. Board, W. L. Ayers, J. H. Swann, and A. D. Morgan, Divisional Secretaries, Western Region; E. Noble and G. Pritchard, District Secretaries, London Midland Region.

French Accidents Caused by Fog.—As in Britain, train services were disrupted in the north of France, particularly along the Seine Valley, by the dense fog at the end of November. At Vernon, on the Paris—Havre line, 50 miles from Paris, three passengers were killed on the evening of November 27. They had alighted from an express on the down line, slightly delayed by the fog, and were crossing the up line when they were struck by a railcar from Rouen travelling at 80 m.p.h. Two persons were killed and eight injured in another railway accident at Belleville-sur-Saône.

Euston Station Strike.—A meeting of about 400 workers at Euston Station, London Midland Region, on December 7, decided to support the cartage staff who had been on unofficial strike since the previous Monday. The men rejected an appeal by a local union official, whose resignation caused the strike, with the result that some 200 porters stopped work. On December 10, Mr. J. B. Figgins, General Secretary, N.U.R., stated that the strikers, who meanwhile had been joined by a number of the Euston Hotel kitchen and dining room staff, would be suspended from all union benefits unless they returned. This warning was ignored, as, also, was an ultimatum that unless the men returned by Tuesday this week their services would be regarded as terminated. About 50 men returned to work, but more than 200 members of the platform staff, 117 vanmen, 30 members of the canteen staff, and 50 hotel workers remained on strike. These were joined on Tuesday by 100 women employed on the vans. Much delay to parcels traffic resulted from this unofficial stoppage, but, according to a statement by the Postmaster General, parcel post traffic between London and the North is now normal.

Collision near Drusenheim.—It is reported that eight persons were killed and about thirty injured when two passenger trains came into head-on collision, near Drusenheim, north-east of Strasbourg, on December 2. On the section of the line where the accident took place, one track had been closed for repairs.

New Year's Day Casualty Fund.—The usual New Year's day collection in aid of the Railway Benevolent Institution will be made on Saturday, January 1, at all railway stations in Great Britain and Ireland. The number of employees who became members of this year's Casualty Fund was 217,645 and assistance has been rendered to 58 widows of men killed, 469 widows of men dying from illness and 3,395 men accidentally injured, making a total of 3,922 cases relieved, or one in every 55 contributors.

Railway Team Wins Swimming Championship.—A team composed of Messrs. D. Baxter, R. J. Chapman, W. J. Smale and A. P. Holah, representing the London Midland Railway (London) Swimming Club, won the championship of the Third Division of the London Business Houses' Team Swimming League, and secured the custody of the Peek Frean Cup for the ensuing year. This is the first occasion on which a team of railwaymen has won one of the London Business Houses Association's swimming trophies.

Boxing Championships at York.—The Railway Institute gymnasium at York was well filled on November 24, for the fifteenth Annual Boxing Championships of British Railways, North Eastern Region, Amateur Athletic Association, and 68 entries were received for the contests. Eliminating bouts were taken in the afternoon and entrants came from various parts of the country. Before the final of the heavyweight contest, the President, Mr. C. P. Hopkins, Chief Regional Officer, North Eastern Region, introduced Mr. W. P. Allen, Member of the Railway Executive, who said his colleagues were anxious to do all they could to promote a spirit of healthy competition and friendly rivalry between the staffs of the Regions; Mr. Allen then presented the prizes to winners and runners-up. An outstanding feature of the contests was the number of first-round knockouts, both in the semi-finals and the finals, especially in the lighter weights.

Queensland Locomotive Orders.—Of a total of 88 locomotives on order by the Queensland Railways twelve are expected to be in service by the end of this year. The orders are: Ipswich railway workshops 12; Walkers Limited (Maryborough, Queensland) 46; Clyde Engineering Co. Ltd. (Sydney) 20; Beyer, Peacock & Co. Ltd. 10. At present the Department has 770 locomotives in service and 202 under or awaiting repair.

Argentine Railway Repayment.—The sum of £2,420,000 has been distributed in repayment of compensation money to holders of Buenos Ayres & Pacific preference and ordinary stocks. The payment was at rates per cent. of £35 on the five per cent. first preference, £25 on the five per cent. second and six per cent. preferences, and £12½ on the ordinary. The total share capital disbursements so far amount to £21,269,000. The remaining £20,736,915, of the £42 million due as first liquidation distributions will be paid out on December 16 to holders of Buenos Ayres Great Southern preference and ordinary and Buenos Ayres Western ordinary stocks.

Control on Iron Castings Lifted.—The Minister of Supply announced recently that iron castings would be freed from control, and he has now made the appropriate Order which is the Control of Iron & Steel (No. 67) Order, S.I. 1948, No. 2630, amending the Control of Iron & Steel (No. 62) Order (the principal Order). The amending Order permits any person to acquire without an authorisation any quantity of all types of iron castings for use in the United Kingdom. Licences will still be required, however, for the export of such castings; these are obtainable from the Iron & Steel Board, Bush House (S.W. Wing), Strand, London, W.C.2. The Order also permits the acqui-

sition without authorisation of any quantity of electrical sheet (*i.e.*, sheets, having guaranteed specified electrical properties) and railway tyres. wheels and axles, for home and export.

Public Transport Association 1949 Conference.—The Public Transport Association Incorporated announces that its 1949 conference will be held at Harrogate on May 3, 4, and 5.

Uruguay Railways Acquisition.—The President of the Uruguayan Republic has sent to Congress a Bill ratifying the purchase of the British-owned railways. Ratification by the companies has been completed, as recorded in our December 3 issue.

Engineers' Guild, Metropolitan Branch.—The first general meeting of the newly-formed Metropolitan Branch of the Engineers' Guild was held recently at Caxton Hall, Westminster. After a talk by Mr. R. M. Wynne-Edwards on the aims and objects of the Guild and the task which lay before the new branch, there was a lively discussion on organisation and methods. Questions raised by members were answered by Mr. Robert Chalmers on behalf of the General Council of the Guild.

Rhodesia Railways Parliamentary Bill.—Rhodesia Railways Limited has applied to Parliament for leave to introduce, in the session 1948-49, a Bill entitled the Rhodesia Railways Limited (Pension Schemes & Contracts) Bill. A copy may be inspected, and copies may be obtained at a price not exceeding 5s. each, at the offices of Coward, Chance & Co., Stevinson House, 155, Fenchurch Street, London, E.C.3, Solicitors; and of Dyson Bell & Co., 15, Great College Street, Westminster, S.W.1, Parliamentary Agents.

British Railway Statistics.—The last pre-nationalisation statistics relating to the railways of Great Britain recently have been published as a 36-page booklet entitled: "Tables of Statistical Returns Relating to the Railways of Great Britain, Years 1938 to 1947." The booklet follows the summary tables mentioned in our November 26 issue and is similar in context, though separate figures are shown for each of the former companies. Copies of the booklet may be obtained from the Railway Clearing House, 203, Eversholt Street, London, N.W.1, price 2s.

Forthcoming Meetings

December 17 (*Fri.*).—Institute of Transport, Metropolitan Section, at the Abercorn Rooms, at 6.45 for 7.15 p.m. Annual Dinner and Visit of President.

December 17 (*Fri.*).—Institution of Railway Signal Engineers, at the London Transport Executive Signal School, Earls Court Station, S.W.5, at 6.15 p.m. "Electrical & Mechanical Interlocking," by Mr. W. H. Such.

December 21 (*Tue.*).—Institute of Transport, Metropolitan Graduate & Student Society, at 80, Portland Place, London, W.1. "Some Post-War Developments in Bus Facilities," by Mr. J. F. Parke.

December 22 (*Wed.*).—Institution of Railway Signal Engineers, at the Westinghouse Brake & Signal Co. Ltd., Chippenham, Wiltshire, at 7.30 p.m. "Electrical & Mechanical Interlocking," by Mr. W. H. Such.

Railway Stock Market

Although business in stock markets has been reduced by holiday factors, buyers tended to predominate with the beginning of the new Stock Exchange account. Reinvestment of the Argentine railway payout money of over £20,000,000 made in respect of Buenos Ayres Great Southern and Buenos Ayres Western junior stockholders, encouraged a firmer trend in British Funds. Consols and Treasury 2½ per cent. both strengthened, as did Transport 3 per cent. (1978-88) at 99¾, although 3 per cent. Transport ("Wagon") stock eased to 102¼ now that nearly £24,000,000 of this stock is added to the amount quoted in the Stock Exchange Official List.

Foreign railway stocks attracted more attention. There was a flurry in Leopoldina rails on a revival of rumours that President Dutra may order expropriation of the railway and suggestions that compensation might be £10,000,000. If the latter figure proved correct, it would mean that current market prices for the stocks, particularly the debentures, are considerably under-valued. Consequently, rises of up to six points were recorded at one time, but these gains were lost when the annual report emphasised the heavy working losses incurred in 1947 owing to wage increases and the cost of materials. After changing hands up to 12½, Leopoldina ordinary came back to 11, the preference stock was 37½ after 41, the 4 per cent. debentures 81½ after 84, and the 6½ per cent. debentures (102½) lost part of an earlier good advance. Leopoldina Terminal debentures at 77 were higher on balance, but have changed hands over 80. The view is that the Brazilian Government will shortly have to make its intentions clear in regard to the Leopoldina Railway. In any case the question of take-over compensation would probably take a long while to settle. In accordance with the general tendency in Brazil rails, San Paulo at 158½ lost an earlier rise, while Great Western of Brazil ordinary were 106s. 3d. after 107s. 6d., but remained active. In other directions Chilian Northern 5 per cent. debentures have changed hands at 32½, while International Railways of Central America marked 10¼, and the 5 per cent. gold bonds 150. Elsewhere, La Guaira Caracas transferred at 22, and the 5 per cent. debentures were around 75. Business at 46 has been recorded in B.A. Central 4½ per cent. debentures. Among more active stocks, Antofagasta ordinary and preference were 9¾ and 57½, United of Havana 1906 debentures were 15, Manila Railway "A" debentures have been firm at 87, with the preference shares 9s. 7½d., and Mexican Railway 6 per cent. debentures were 82. Canadian Pacifics became more active and improved to 22, with the preference stock at 79, and 4 per cent. debentures 111¼. Beira Railway bearer shares firmed up to 46s. 3d.

Although some shares of operating companies attracted buyers after their recent reaction, the road transport group was featured mainly by small indefinite movements. Scottish Motor Traction, however, fell to 108s. on revived market estimates of take-over value, Bristol Trams rallied to 86s. 6d., and, after a reaction, B.E.T. deferred stock showed a partial recovery to £1,910. Tillings have been firmly steady at 102s. 9d. Transport Services eased to 34s. 6d. on fears that it may be some months before full compensation is decided. Apart from the initial cash payment of £2,000,000, the directors state, the ultimate price to be received depends on valuations of assets and goodwill.

There was again an easier trend in iron and steels. Colvilles have eased to 37s. 3d., Stewarts and Lloyds to 56s., and Dorman Long to 32s. 6d. Elsewhere Davy & United were firm at 32s. 6d. on news that the company has received further contracts for the Steel Company of Wales. Shares of locomotive builders and engineers attracted moderate attention, North British Locomotive being 24s. 9d., Beyer Peacock 24s. 3d., and Vulcan Foundry 27s. 9d. Charles Roberts eased to £7½.

Traffic Table of Overseas and Foreign Railways

	Railways	Miles open	Week ended	Traffics for week: Total this year	Traffics for week: inc. or dec. compared with 1946 47	No. of week	Aggregate traffics to date: Total 1947/8	Aggregate traffics to date: Increase or decrease
South & Central America	Antofagasta...	811	5.12.48	£ 57,150	+ £ 11,808	49	£ 2,694,370	+ £ 530,212
	Bolivar	174	July, 1948	$28,960	− $69,357	30	$471,287	− $301,893
	Brazil	—	—	—	—	—	—	—
	Cent. Uruguay	970	6.11.48	32,712	+ 2,978	18	595,105	− 7,652
	Costa Rica	281	Oct., 1948	32,228	− 2,750	18	143,847	+ 15,796
	Dorada	70	Oct., 1948	32,756	+ 5,956	44	273,241	− 27,659
	G.W. of Brazil	1,040	4.12.48	42,600	− 3,700	48	1,612,500	− 26,200
	Inter. Ctl. Amer.	794	Oct., 1948	$955,810	− $35,968	44	$11,070,758	+ $167,793
	La Guaira	22¾	Nov., 1948	$109,836	+ $20,483	48	$1,158,353	− $6,894
	Leopoldina	1,920	4.12.48	51,410	− 8,997	48	2,706,490	− 486,450
	Midland Uruguay	319	Sept., 1948	19,608	+ 3,123	12	67,355	+ 16,721
	Nitrate	382	30.11.48	14,416	+ 2,474	48	285,710	+ 79,534
	N.W. of Uruguay	113	Sept., 1948	5,686	− 1,213	12	16,335	+ 1,989
	Paraguay Cent.	274	3.12.48	G$118,982	+ G$44,086	22	G$2,260,952	+ G$886,868
	Peru Corp.	1,059	Nov., 1948	201,617	+ 56,049	21	954,690	+ 112,982
	Salvador	100	Sept., 1948	c82,000	+ c4,000	13	c247,000	+ c12,000
	San Paulo	153½	—	—	—	—	—	—
	Taltal	156	Nov., 1948	6,790	− 1,290	22	38,520	+ 6,170
	United of Havana	1,301	4.12.48	46,164	− 9,489	22	975,625	− 391,822
	Uruguay Northern	73	Sept., 1948	1,672	+ 52	12	3,308	+ 111
Canada	Canadian National	23,473	Aug., 1948	10,110,000	+ 855,250	35	77,676,250	+ 5,854,000
	Canadian Pacific	17,037	Oct., 1948	8,613,250	+ 1,159,000	44	72,510,000	+ 6,823,500
Various	Barsi Light†	202	Oct., 1948	26,610	+ 12,187	31	181,702	+ 7,717
	Beira	204	Sept., 1948	123,677	− 3,737	52	1,410,947	+ 243,048
	Egyptian Delta	607	30.10.48	19,211	+ 1,455	26	328,731	+ 31,899
	Gold Coast	536	Oct., 1948	217,730	+ 118,047	31	1,401,622	+ 374,708
	Manila	—	—	—	—	—	—	—
	Mid. of W. Australia	277	Oct., 1948	31,467	+ 8,707	18	113,713	+ 25,391
	Nigeria	1,900	Sept., 1948	412,268	+ 62,429	25	2,617,491	+ 531,086
	Rhodesia	2,445	Sept., 1947	643,980	+ 102,833	52	6,787,603	+ 612,938
	South Africa	13,347	20.11.48	1,426,043	+ 75,147	34	44,711,345	+ 2,604,119
	Victoria	4,774	June, 1948	1,358,791	+ 248,144	52	—	—

† Receipts are calculated @ 1s. 6d. to the rupee